Dewitt Clinton Park North (801 Eleventh Avenue & 629 West 54th Street)

Final Scope of Work in Preparation of a Draft Environmental Impact Statement

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Final Scope of Work

This Final Scope of Work (FSOW) outlines the technical areas to be analyzed in the preparation of the Environmental Impact Statement (EIS) for the DeWitt Clinton Park North project. The FSOW incorporates changes that were made subsequent to publication of the Draft Scope of Work (DSOW). Revisions of the DSOW have been incorporated into this FSOW and are indicated by double-underlining new text and ~~striking~~ deleted text.

Introduction

The Applicants, 760 12th, LLC and 801 11th Ave., LLC, are seeking zoning map amendments, zoning text amendments, and zoning special permits (collectively, the Proposed Actions) to facilitate the development of two buildings (collectively, the Proposed Projects): a ~~42~~44-story, mixed-use residential and commercial building at 629 West 54th Street (Manhattan Block 1102, Lot 11) (Development Site 1) and a 38-story, mixed-use residential and commercial building at 801 Eleventh Avenue (Manhattan Block 1103, Lot 36~~).~~) (Development Site 2).

The Proposed Projects would contain a total of approximately 1,179,321 gross square feet (gsf; 892,442 zoning square feet [zsf]), including approximately 939,934 gsf (743,701 zsf) of residential floor area and 199,750 gsf (148,741 zsf) of commercial floor area across the two development sites. The building at 629 West 54th Street would contain up to approximately 617 dwelling units (DUs) and 113,990 gsf of commercial auto dealership space. The building at 801 Eleventh Avenue would contain 477 DUs and 85,760 gsf of commercial auto dealership space.

~~In total, the Proposed Projects would contain approximately 1,179,321 gsf (892,442 zsf) including approximately 939,934 gsf (744,400 zsf) of residential floor area and 199,750 gsf (148,042 zsf) of commercial floor area across the two development sites.~~ The Proposed Actions include a zoning ~~changes and~~ text amendment, a zoning map amendment, and zoning special permits to facilitate ~~potential transfers~~a transfer of floor area from ~~Piers 59, 60, 61, 81, 83, 98 and the~~ the Granting Sites (Chelsea Piers ~~headhouse, either individually or in combination,~~ Piers 81/83, and Pier 98) within Hudson River Park ~~(the "Granting Sites")~~ to the development sites. ~~These transfers each require a Signification Action process, as required by the Hudson River Park Act.~~ In addition to the Proposed Actions, the Board of Directors of Hudson River Park Trust must approve the sales~~, including price and other terms, for~~ of the ~~transfer of~~ floor area from the Granting Sites~~.~~, which requires a Signification Action process pursuant to the Hudson River Park Act.

City Environmental Quality Review (CEQR) and Scoping

The purpose of the scoping process is to focus the EIS on the potential for significant adverse environmental impacts. In addition, it allows the public, agencies, and other interested parties the opportunity to help shape the EIS by raising relevant issues regarding the focus and appropriate

methods of study. The draft scoping document sets forth the analysis areas proposed to be covered in the EIS and the methodologies that are proposed to perform these analyses. During the scoping period, those interested in reviewing the published DSOW may do so and provide their comments to the lead agency.

The public, interested agencies, community boards, and elected officials ~~are~~were invited to comment on the DSOW, either in writing or orally, at a virtual public scoping meeting ~~to be~~that was held on Thursday, January 30, 2025 at 2:00 PM. Written comments on the DSOW ~~will be~~were accepted by the lead agency through close of business Monday, February 10, 2025. The ~~Final Scope of Work (~~FSOW~~)~~ ~~will incorporate~~ incorporates all relevant comments made on the DSOW, and the Draft EIS (DEIS) will be prepared in accordance with the ~~Final Scope~~FSOW.

Once the DEIS is determined to be complete by the lead agency, the document is published and made available for public review and comment. A public hearing will be held on the DEIS, in conjunction with the project's ULURP hearing, to afford all interested parties the opportunity to submit oral and written comments. The record will remain open for 10 days after the public hearing to allow additional written comments on the DEIS. At the close of the public review period, a Final EIS (FEIS) will be prepared that will respond to all substantive comments made on the DEIS and incorporate any necessary revisions. The FEIS will identify the required environmental findings, which are used as a basis for deciding whether to approve the requested discretionary actions, with or without modifications. According to SEQRA Part 617.11(d), these findings must:

- Consider the relevant environmental impacts, facts and conclusions disclosed in the final EIS;
- Weigh and balance relevant environmental impacts with social, economic and other considerations;
- Provide a rationale for the agency's decision;
- Certify that the requirements of this Part have been met; and
- Certify that—consistent with social, economic, and other essential considerations from among the reasonable alternatives available—the action is one that avoids or minimizes adverse environmental impacts to the maximum extent practicable and that adverse environmental impacts will be avoided or minimized to the maximum extent practicable by incorporating as conditions to the decision those mitigative measures that were identified as practicable.

Uniform Land Use Review Procedure

The Proposed ~~City~~ Actions are subject to public review under the Uniform Land Use Review Procedure (ULURP), Section 200 of the City Charter, as well as CEQR. The New York City Charter (the Charter) requires certain actions that are reviewed by the City Planning Commission (CPC) to undergo a ULURP. ULURP is a standardized procedure whereby applications affecting the land use of the city would be publicly reviewed. The Charter also established mandated time frames within which application review must take place. Key participants in the ULURP process are the New York City Department of City Planning (DCP) and the CPC, the local community board, the Manhattan Borough President, the City Council and the Mayor.

Project Area and Development Sites

The Proposed Actions would affect the ~~Rezoning~~Project Area, which comprises (i) the portion of Manhattan Block 1102 bounded by Twelfth Avenue (also known as Henry Hudson Parkway or New York State Route 9A [U.S. 9A]) to the west, West 55th Street to the north, West 54th Street to the south, and a line parallel to and 175 feet east of Twelfth Avenue to the east (the "Project Area Southern Portion"), and (ii) the portion of Manhattan Block 1103 bounded by Eleventh Avenue to the east, West 56th Street to the north, West 55th Street to the south, and a line parallel to and 150 feet west of Eleventh Avenue to the west (the "Project Area Northern Portion"). The ~~Rezoning~~Project Area is in the Hell's Kitchen neighborhood of Manhattan Community District 4 and is entirely within the New York City Coastal Zone (see **Figure 1-1**).

The "Project Area" is coterminous with the boundaries of the ~~Rezoning~~Project Area. Within the Project Area, there are two development sites—(1) the property at 629 West 54th Street (Manhattan Block 1102, Lot 11, a.k.a. 629 West 54th Street) owned by 760 12th. LLC ("Development Site 1") and (2) the property at 801 Eleventh Avenue (Manhattan Block 1103, Lot 36) owned by 801 11th Ave., LLC ("Development Site 2").

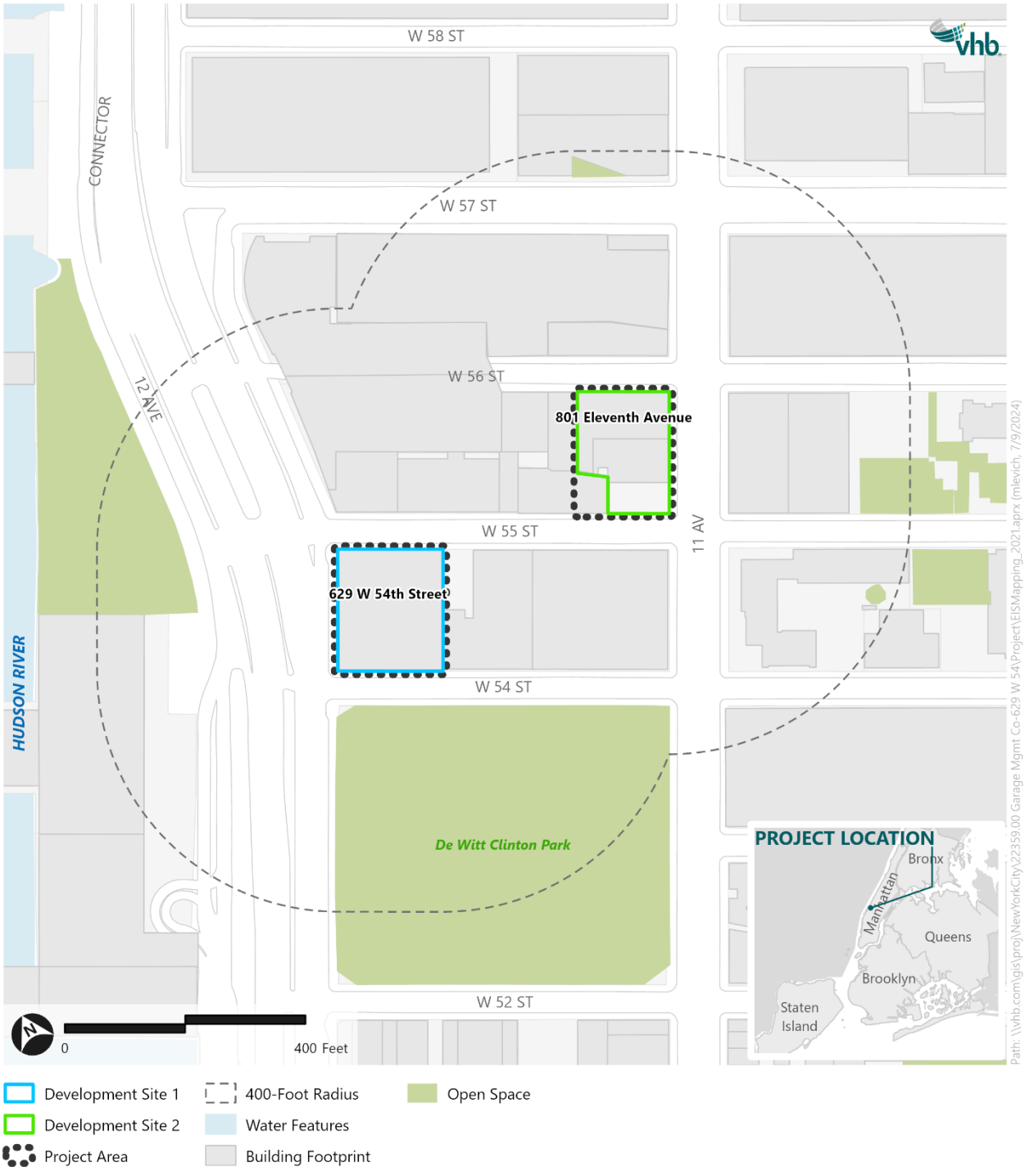
Development Site 1 occupies the western portion of Block 1102 and has approximately 201 feet of frontage along Twelfth Avenue and 175 feet of frontage along West 54th and West 55th Streets. Development Site 1 has a total lot area of 35,145.25 square feet (sf). It is improved with a six-story, 82-foot-tall commercial auto dealership building with a total built area of approximately 152,375 gross square feet (gsf). The building was constructed in 1930. Development Site 1 is mapped within a M2-4 district within the C2 Subdistrict of the Special Clinton District (CL).

Development Site 2 occupies the eastern portion of Block 1103 and has approximately 201 feet of frontage along Eleventh Avenue, 100 feet of frontage along West 55th Street, and 150 feet of frontage along West 56th Street. Development Site 2 has a total lot area of approximately 26,830 sf, and is occupied by two buildings that have been operated as a single commercial auto dealership, including a two-story, roughly 50-foot-tall building and a three-story, roughly 35-foot-tall building, with a total built area of approximately 57,805 gsf. The buildings were constructed in 1920, and the northern building was enlarged in 2011. Development Site 2 is mapped in a M2-3 district within the C1 Subdistrict of the Special Clinton District (CL).

Portions of Hudson River Park would be mapped in the Special Hudson River Park (HRP) District. As discussed below, zoning text amendments would define these areas as the "Granting Sites" and the Development Sites as the "Receiving Sites" (see **Figure 1-2** and **Figure 1-3**, respectively). Specifically, Pier 98 (Manhattan Block 1109, part of Lot 25 and part of Marginal Street, Wharf or Place) would be designated as B-G1, Piers 81/83 (Manhattan Block 1107, part of Lots 5 and 14) would be designated as B-G2, and Chelsea Piers (Manhattan Block 662, part of Lots 11, 16, and 19 and part of Marginal Street, Wharf, or Place) would be designated as B-G3. Development Site 2 would be designated as B-R3, and Development Site 1 would be designated as B-R4.

Figure 1-1 shows the location of the Project Area and development sites.

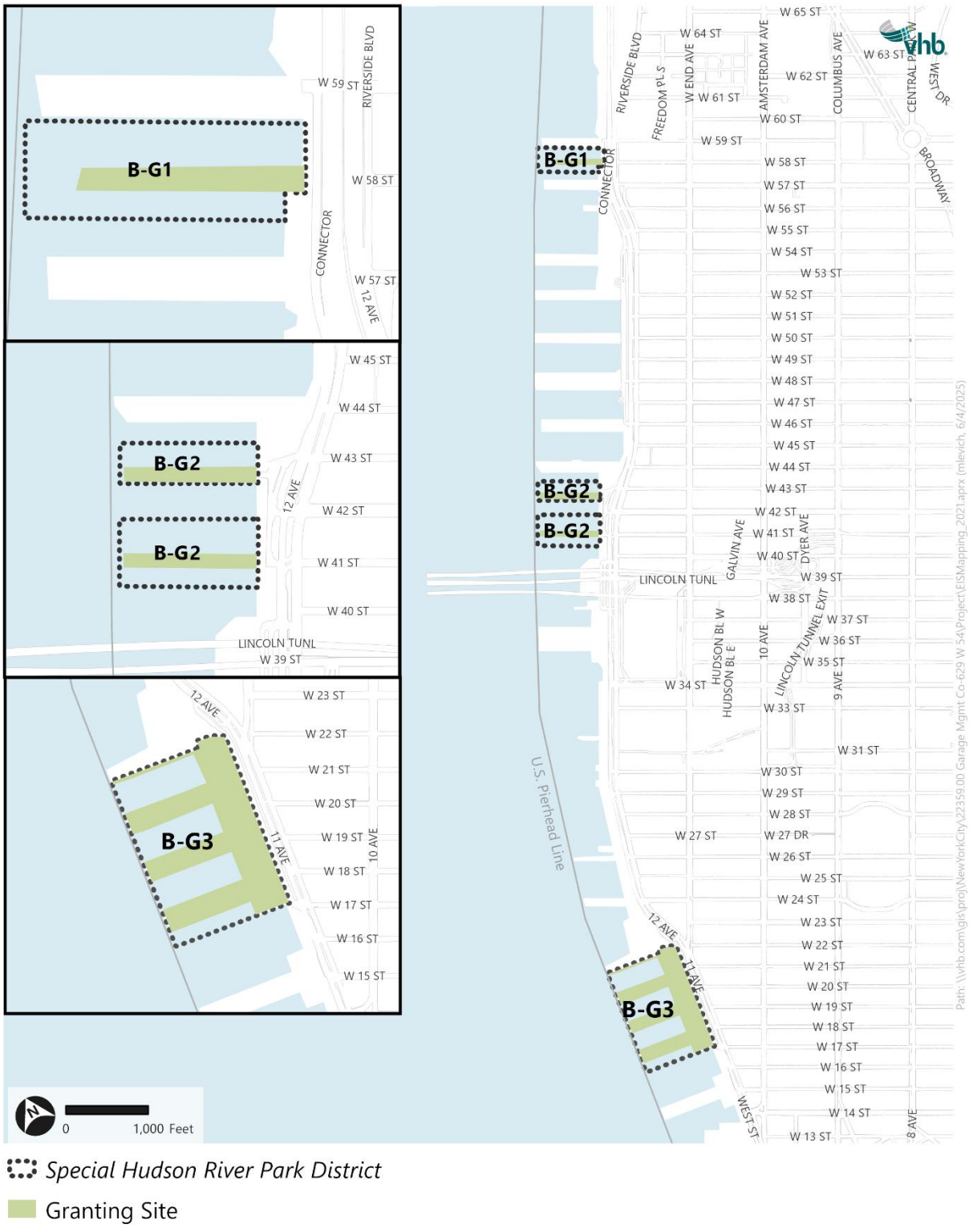
Figure 1-1 Site Location Map



Source: NYC DCP, MapPLUTO

This figure has been updated for the FSOW

Figure 1-2 Potential Granting Sites



Source: NYC DCP, MapPLUTO

This figure has been updated for the FSOW

Figure 1-3 Development/Receiving Sites



Source: NYC DCP, MapPLUTO
This figure has been updated for the FSOW

Surrounding Context

The area surrounding the Project Area (within a radius of roughly 400 feet) is characterized by mid-rise, high-lot-coverage commercial and utilities buildings, high-rise residential and mixed-use development, and open space. ~~This area is undergoing a transition from an industrial and commercial neighborhood to a residential neighborhood.~~Residential uses have been introduced to the area through recent development projects. Recent development in the area has consisted of high-rise residential developments such as the 42-story building at 827 Eleventh Avenue (constructed in 2015), the 38-story residential building at 601 West 57th Street (constructed in 2003), and the 43-story building at 625 West 57th Street (constructed in 2013).

Nearby commercial uses include several large luxury auto dealership buildings that feature integrated service centers, such as the Jaguar dealership at 787 Eleventh Avenue on the eastern portion of Block 1102 and the Audi dealership at 802 Eleventh Avenue directly east of Development Site 2. Apart from several office and warehouse buildings scattered throughout the area, other notable commercial uses include the CBS Broadcasting Studio at 530 West 57th Street and the concert venue known as Terminal 5 (located directly west of Development Site 2 on Block 1103, partially within the Project Area). The New York City Department of Sanitation (DSNY) operates a garage and salt storage facility located north of the Project Area; the building spans Blocks 1103 and 1104, and extends over the roadbed of West 56th Street. Located directly south of Development Site 1 along West 54th Street, DeWitt Clinton Park is a 5.83-acre public park with sports fields, seating areas, a playground, and a dog park. A portion of the Hudson River Greenway, a linear open space along the Hudson River waterfront, is located to the west of the Project Area across Twelfth Avenue. This includes the portion of the park known as Clinton Cove.

Surrounding zoning districts include M1-5 light manufacturing and M2-3 and M2-4 intermediate manufacturing districts containing and directly surrounding the Project Area and a mix of residential and commercial districts along Eleventh Avenue and to the east, including R8, R8A, and R9 residence districts, and C2-5, C4-7, and C6-3X commercial districts. Dewitt Clinton Park is mapped as a "Park," while the waterfront west of Twelfth Avenue is zoned M2-3. The Project Area and its surroundings are located within the Special Clinton District, which was created to preserve and strengthen the residential character of a community bordering Midtown, maintain a broad mix of incomes and ensure that the community is not adversely affected by new development. Development Site 1 is located in the C2 Subdistrict of the Special Clinton District and Development Site 2 is located in the C1 Subdistrict.

Twelfth Avenue, located directly west of the Project Area, is an eight-lane, 150-foot wide (Wide Street) arterial road that runs along the Hudson River waterfront. Eleventh Avenue, east of the Project Area, is a 100-foot-wide (Wide Street), one-way southbound street with four vehicle lanes, a separated bike lane, and on-street parking. West 54th Street is a 60-foot-wide (Narrow Street) one-way eastbound street with two vehicle lanes, a bike lane, and on-street parking on the north side. West 55th Street is a 60-foot-wide (Narrow Street) one-way westbound street with two vehicle lanes, a bike lane, and on-street parking. West 56th Street is a 60-foot-wide (Narrow Street) one-way eastbound street with two vehicle lanes and on-street parking. The Project Area is served by the Metropolitan Transportation Authority (MTA) New York City Transit (NYCT) M11, M12, M31, and M57 buses. The M11 bus~~, which~~ runs south along Ninth Avenue and north along Tenth Avenue. The M12 bus runs north along Twelfth Avenue and south along Eleventh Avenue. The M31 bus operates along Tenth Avenue, Eleventh Avenue, West 54th Street, and West 57th Street near the development sites.

The M57 bus operates along West 57th Street near the development sites. The nearest subway station is 59th Street – Columbus Circle, which is located half a mile east of the Project Area and is served by the A, C, B, D, and 1 subway lines.

Required Approvals

To facilitate the Proposed Projects, the Applicants are seeking the following actions with respect to the Project Area and Hudson River Park:

- ~~Zoning map amendments to: (i) change the existing M2-4 (CL) district mapped over the Project Area Southern Portion to a C4-7 (CL) (HRP) district, (ii) change the existing M2-3 (CL) district mapped over the Project Area Northern Portion to a C4-7 (CL) (HRP) district, and (iii) map the Special HRP District on the portions of the areas to be designated as the Granting Sites within Hudson River Park that are not already mapped within the Special HRP District. Specifically, the proposed C4-7 (CL) (HRP) to be mapped over the Project Area Southern Portion would be bounded by Twelfth Avenue, West 55th Street, West 54th Street, and a line parallel to and 175 feet east of Twelfth Avenue.~~A zoning map amendment to Zoning Map 8c, consisting of:
  - (i) an amendment to rezone the Project Area Northern Portion from a M2-3 zoning district to a C4-7 zoning district. The proposed C4-7 (CL) (HRP) to be mapped over the Project Area Northern Portion would be bounded by Eleventh Avenue, West 56th Street, West 55th Street, and a line parallel to and 150 feet west of Eleventh Avenue~~.~~;
  - (ii) an amendment to rezone the Project Area Southern Portion from a M2-4 zoning district to a C4-7 zoning district. The proposed C4-7 (CL) (HRP) to be mapped over the Project Area Southern Portion would be bounded by Twelfth Avenue, West 55th Street, West 54th Street, and a line parallel to and 175 feet east of Twelfth Avenue; and
  - (iii) an amendment to establish the Special Hudson River Park District on the Project Area, Pier 81/83, Pier 98,[1] and a portion of Chelsea Piers. [2] (Piers 81/83, Pier 98, and such portion of Chelsea Piers, collectively, the Granting Sites Rezoning Area)
- A zoning text ~~amendments~~amendment to the Zoning Resolution (ZR) of the City of New York, as amended, which consists of:
  - ~~To modify the Appendix of the Special Hudson River Park District in Article VIII, Chapter 9 to map the Project Area Southern Portion as "Area C5" and as a receiving site, to map the Project Area Northern Portion as "Area C4" and as a receiving site, and to correspondingly map granting sites within Hudson River Park as "Area C1," "Area C2" and "Area C3." The text amendment would amend ZR Section 89-02 to define Areas C1, C2 and C3 as granting sites and Areas C4 and C5 as receiving sites, and ZR Section 89-11 to include a paragraph to regulate development in the new Area C2 and Area C3.~~
  - ~~To~~(i) an amendment to ZR Section 89-00, et seq. to:
    - (a) designate the Granting Sites as "granting sites" as defined in ZR Section 89-02,
    - (b) designate the Receiving Sites as "receiving sites" as defined in ZR Section 89-02,

[1] The portion of Pier 98 onto which the Special HRP District would be established includes an additional portion of Manhattan Block 1109, Lot 25 adjacent to the Pier 98 Granting Site.

[2] The portion of Chelsea Piers onto which the Special HRP District would be established includes an additional portion of Manhattan Block 662, Lot 19 adjacent to the Chelsea Piers Granting Site.

- (c) modify ZR Section 89-11 to generally apply the use and bulk regulations of an M2-3 district to the Project Area Northern Portion and to generally apply the use and bulk regulations of M2-4 district to the Project Area Southern Portion,
- (d) create ZR Section 89-13 to allow the use and bulk regulations of a C4-7 district and a maximum residential floor area ratio of 14.4 to apply to the Receiving Sites if subject to a special permit pursuant to ZR Section 89-21,
- (e) modify ZR Section 89-11 to allow ~~auto~~ automobile dealers and all other motor vehicle dealers within the Receiving Sites to include repair ~~and the~~services or preparation of vehicles for delivery~~ in connection with Use Group VI auto dealership uses~~.

~~• To modify ZR Section 89-13 to establish special floor area regulations within the Project Area (a) clarifying that the overall maximum FAR is a 20 percent increase of the maximum FAR under the City's Mandatory Inclusionary Housing (MIH) program, and (b) allowing the maximum residential FAR to exceed 12.0.~~

- ~~To amend~~(f) redesignate certain existing granting and receiving sites with new identifiers and make conforming modifications to ZR Section 89-12; and

- (ii) an amendment to ZR Section 96-02 to clarify that the requirements of the Special Hudson River Park District apply to area that are within both the Special Clinton District and the Special Hudson River Park District; and
- (iii) an amendment to ZR Appendix F ~~of the Zoning Resolution to map a~~to designate the Receiving Sites as MIH areas permitting MIH ~~area coterminous with the proposed C4-7 (CL) (HRP) districts~~Options 1 and 2.

› Zoning special permits pursuant to ~~the City of New York's Zoning Resolution (ZR)~~ZR Section 89-21 (Transfer of Floor Area from Hudson River Park) to~~ transfer floor area from the Granting Sites in Hudson River Park to the Development Sites and modify certain bulk regulations, including modification of maximum front wall height restrictions, tower regulations, and residential lot coverage. The proposed special permit would~~ transfer approximately 84,349 zsf of unused development rights from the Granting Sites to Development Site 1~~,~~ and approximately 64,392 zsf of unused development rights from the Granting Sites to Development Site 2 (equivalent to approximately 2.40 FAR on each Development Site~~).~~), and modify certain bulk regulations, including:

~~The zoning map amendments, zoning text amendments, and special permits are referred to collectively as the "Proposed Actions".~~

- (i) minimum base height (ZR Sections 35-632, 35-24(a)(2)(ii), and 23-432) to allow a minimum base height of 20 feet along Twelfth Avenue and within 24 feet of Twelfth Avenue along West 54th and 55th Streets at Development Site 1, which is lower than the permitted 60 feet;
- (ii) maximum base height (ZR Sections 35-632, 35-24(a)(2)(ii), and 23-432) to allow a maximum base height of 177 feet along West 55th Street at Development Site 1, which is greater than the permitted 155 feet;
- (iii) minimum setback (ZR Sections 35-632, 35-24(a)(2)(ii), and 23-433) to allow a setback of 10 feet from West 54th Street at Development Site 1, less than the required 15-foot setback; and

- (iv) street wall (ZR Section 35-631(a)) to allow the portion of the street wall at Development Site 2 along Eleventh Avenue within 66 feet of West 55th Street to not be located at the street line.

In addition to the Proposed Actions, the Board of Directors of Hudson River Park Trust must approve the sale of the floor area from the Granting ~~Site~~Sites. This approval requires a Signification Action process, as required by the Hudson River Park Act. In addition, the Applicants will seek separate Chairperson's Certifications pursuant to ZR Section 89-21(d) to allow building permits and certificates of occupancy to be issued for the Proposed Projects.

Project Purpose and Need

As the Project Area is currently in M2-3 (CL) and M2-4 (CL) zoning districts, no residential uses are permitted as-of-right. The Proposed Actions would allow the Applicants to pursue mixed-use residential and commercial development by mapping a commercial C4-7 district, which has an R10 residential district equivalent. ~~The replacement of the existing manufacturing districts with a high-density commercial district permitting residential uses~~The Proposed Actions would allow for the development of new housing (including affordable housing, as discussed below) in an area where it was not previously permitted, an area of Hell's Kitchen with a dense, mixed-use character at a location in close proximity to public open space including DeWitt Clinton Park and Hudson River Park. Given the existing housing crisis in New York City and the capacity of the Project Area and its surroundings to support new residential uses, the Proposed Actions would ~~result in~~be more appropriate land uses on both development sites, compared to the No-Action scenario. ~~It is of~~In the opinion of the ~~Applicant that the~~Applicants, development of the Proposed Projects would enliven the pedestrian experience within the Project Area by introducing new residential uses and would be compatible with the surrounding neighborhood by preserving the ability to operate auto dealership uses.

The Proposed Actions include the proposed zoning map amendments to map the Special Hudson River Park district on the ~~Rezoning~~Project Area and the portion of the Granting Sites not already mapped within the Special Hudson River Park District, zoning text amendments to identifying granting and receiving sites within the Special HRP District, and zoning special permits under ZR Section 89-21 to transfer floor area from the designated Granting Sites to the development sites. Hudson River Park is a waterfront park on the Hudson River extending from Battery Park to 59th Street. The City Planning Commission established the Special Hudson River Park District in 2016. As listed in ZR Section 89-00, the general purposes of the district include, among others, the following purposes: (a) "to facilitate the repair and rehabilitation of piers, bulkheads, and infrastructure within Hudson River Park, and to facilitate their maintenance and development, through the transfer of development rights," (b) "to promote an appropriate range of uses that complements Hudson River Park and, to the extent housing is included, to serve residents of varied income levels," and (c) "to promote the most desirable use of land and development in this area and thus to conserve the value of land and buildings and thereby protect the City's tax revenues." The Proposed Actions would be consistent with the general purposes of the district. They would facilitate new development of a locally desirable mix of land uses—new housing and auto dealership space—both of which are prominent uses in the surrounding neighborhood. The new housing would include affordable housing serving a variety of income levels. The Proposed Actions would also facilitate the transfer of floor area from Hudson River Park to the development sites and thereby ~~generating funding~~provide

for the repair and rehabilitation of ~~Pier 76~~piers, bulkheads, and~~/or other capital projects within the Manhattan Community District 4 section of~~ infrastructure in Hudson River Park.

The Proposed Actions also include mapping an MIH area coterminous with the proposed C4-7 (CL) (HRP) district. The proposed MIH area would ensure permanent affordability is included in the Proposed Projects. The most recent Statement of Needs for Manhattan Community Board 4 (Fiscal Year ~~2025~~2026) identified a lack of affordable housing as one of the three most pressing ~~issue~~issues facing the Community District. The creation of affordable housing is also a goal of the Special HRP District. The proposed zoning text amendment to map an MIH area would be consistent with the affordable housing goals of the Community District, the Special HRP District, and the City of New York.

The Proposed Actions include a use-related zoning text amendment to allow auto showroom uses with repair and the preparation of motor vehicles for the delivery as permitted uses in the Project Area. The text amendment is necessary to continue allowing auto showroom uses within the Project Area to include, as under the existing zoning, repair and preparation of motor vehicles for delivery.

Project Description

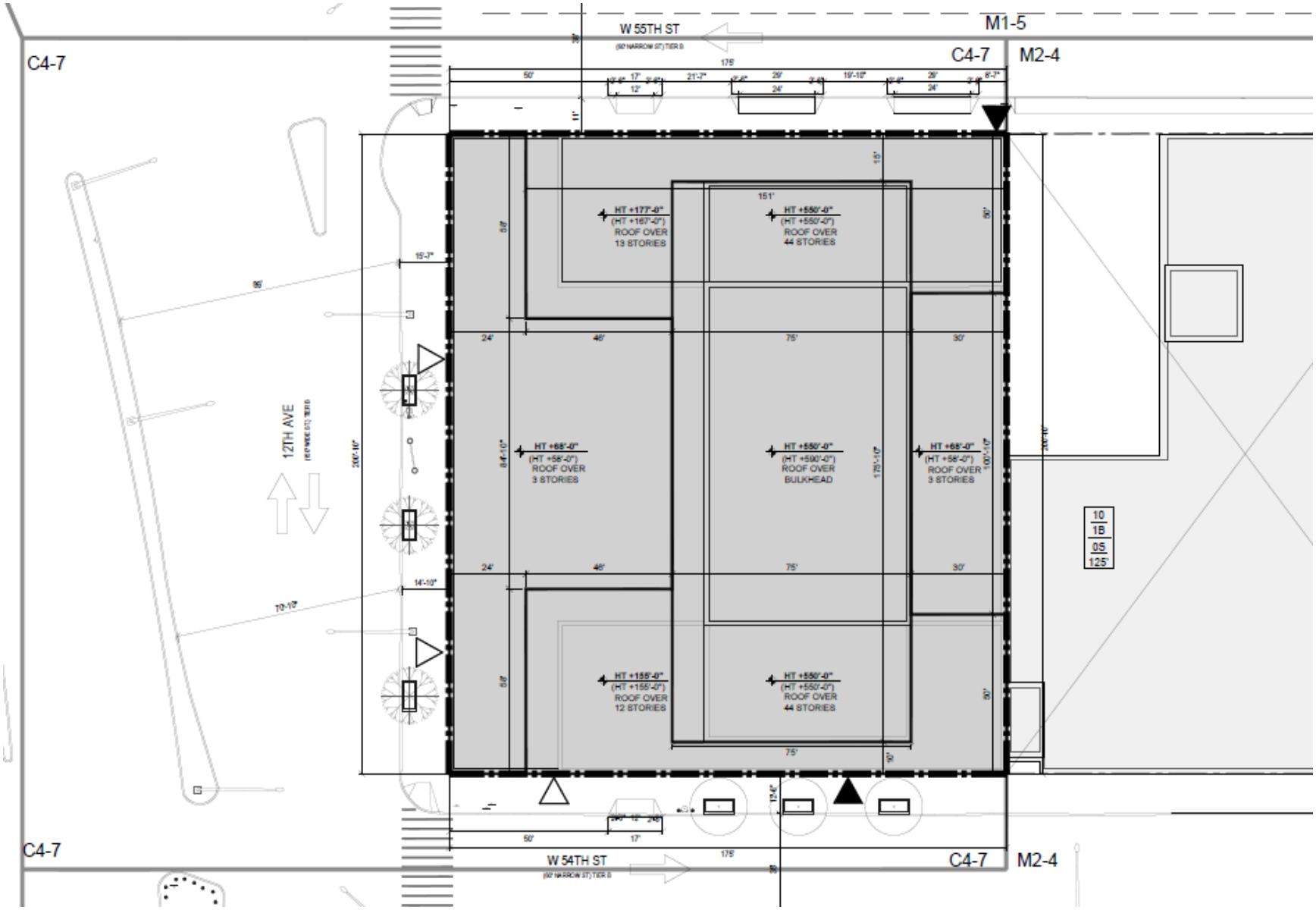
The Applicants intend to construct two buildings: a ~~42~~44-story, mixed-use residential and commercial building on Development Site 1 and a 38-story, mixed-use residential and commercial building on Development Site 2 (collectively, the Proposed Projects).

The building on Development Site 1 (see **Figure 1-4**) would contain a total of approximately 664,245 gsf (506,092 zsf), including up to approximately 529,581 gsf of residential space (617 DUs, of which 154-185 units would be designated as permanently affordable pursuant to MIH) and 113,990 gsf of commercial auto dealership space. The building on Development Site 2 (see **Figure 1-5**) would contain a total of approximately 515,076 gsf (386,350 zsf), including up to approximately 410,353 gsf of residential space (477 DUs, of which 119-143 units would be designated as permanently affordable pursuant to MIH) and 85,760 gsf of commercial auto dealership space.

The proposed building on the Development Site 1 would rise to a maximum roof height of ~~525~~550 feet with a maximum height of up to ~~565~~590 feet including a 40-foot mechanical bulkhead. The maximum base height would be 182 feet along West 54th Street and West 55th Street, after which a 10-foot setback from West 54th Street and a 15-foot setback from West 55th Street would be provided before reaching the maximum building height. The maximum base height along Twelfth Avenue would be 68 feet. The commercial use would occupy the first through third floors, and the residential use would occupy the fourth through 42nd floors.

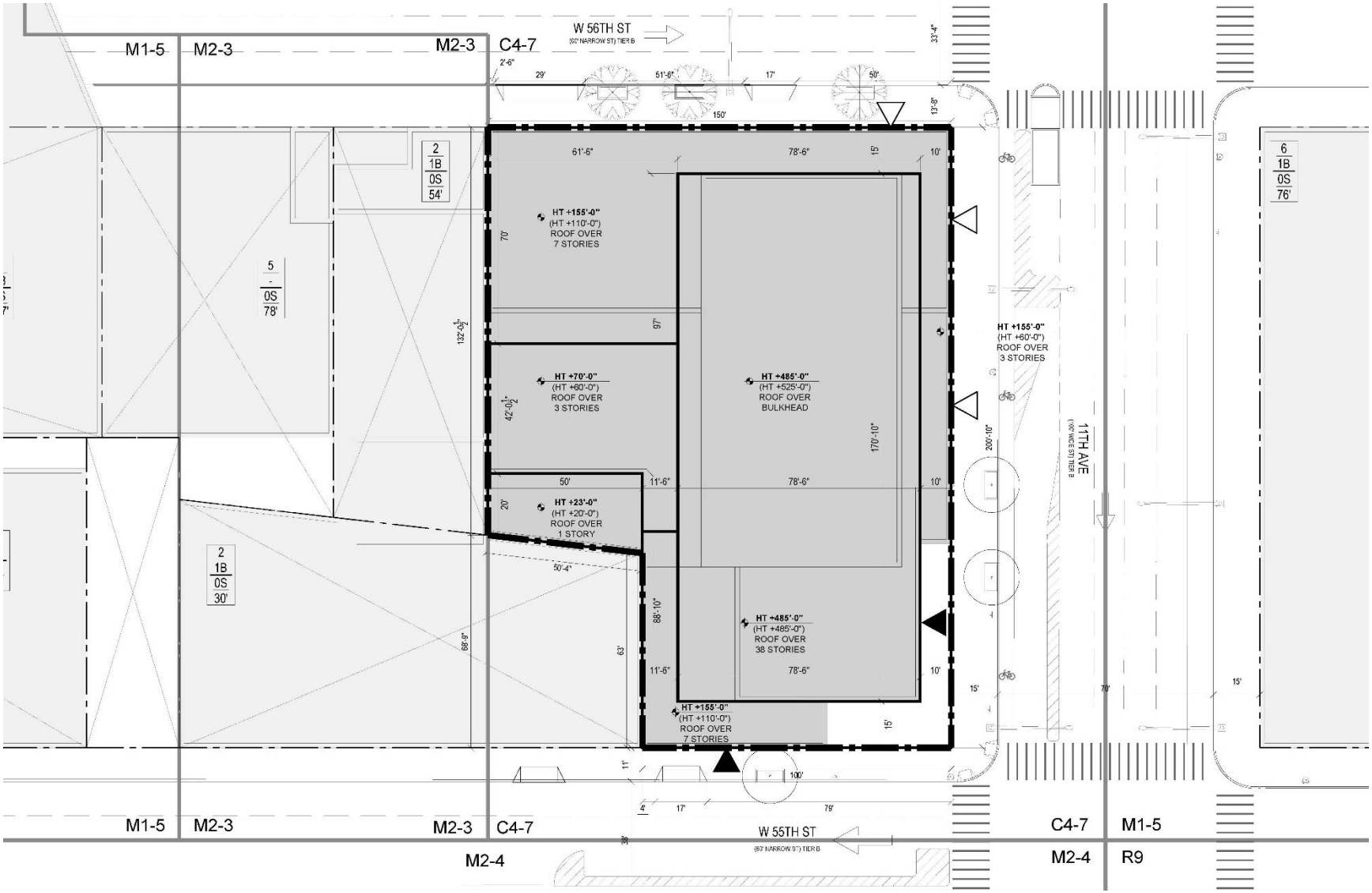
The proposed building on Development Site 2 would rise to a maximum roof height of 485 feet with a maximum height of up to 525 feet ~~including~~with a 40-foot mechanical bulkhead. The maximum base height would be ~~120~~155 feet, after which a 10-foot setback from Eleventh Avenue and 15-foot setbacks from West 55th Street and West 56th Street would be provided before reaching the maximum building height. The commercial use would occupy the first through third floors and the residential use would occupy the fourth through 38th floors.

Figure 1-4 Proposed Project Site Plan (Development Site 1)



This figure has been updated for the FSOW

Figure 1-5 Proposed Project Site Plan (Development Site 2)



This figure has been updated for the FSOW

In total, the Proposed Projects would contain approximately 1,179,321 gsf (892,442 zsf), including approximately 939,934 gsf (~~744,400~~743,701 zsf) of residential floor area and 199,750 gsf (148,~~042~~740.6 zsf) of commercial floor area across the two development sites (including 2,728 gsf of loading berth area for the proposed building on Development Site 1, and 1,471 gsf of loading berth area for the proposed building on Development Site 2). The proposed building on Development Site 1 would also contain approximately 20,674 gsf of mechanical floors and bulkhead, and the proposed building on Development Site 2 would contain 18,964 gsf of mechanical floors and bulkhead. The Proposed Projects would provide up to approximately 1,094 DUs, including a total of approximately 274 to 328 permanently affordable housing units pursuant to applicable requirements of the City's MIH program. The Proposed Projects would not include any accessory parking.

Analysis Framework

Identification of Development Sites

Proposed Development Sites

Each of the Applicant-owned sites, Development Site 1 (Block 1102, Lot 11) and Development Site 2 (Block 1103, Lot 36), are development sites. In the future with the Proposed Actions, the Applicants intend to redevelop the sites with new high-rise residential buildings with commercial uses on the base three floors, as detailed above.

Remainder of ~~Rezoning~~Project Area

The ~~Rezoning~~Project Area would also include an approximately 3,300-sf portion of the 10,800-sf, non-Applicant-owned Block 1103, Lot 23, which is adjacent to and directly southwest of Development Site 2. Lot 23 ~~is occupied by~~contains a single two-story, 25,519-gsf commercial building occupied by a portion of the Terminal 5 music venue~~ known as "Terminal 5."~~. However, pursuant to the proposed text amendment, the existing M2-3 district regulations would continue to apply to the rezoned portion of Lot 23. Accordingly, no development would occur on Lot 23 as a result of the Proposed Actions.

Analysis Year

The analysis year for the Proposed Actions is 2029. ~~It~~This analysis year is ~~anticipated that~~projected based on the Proposed Projects ~~would be~~being completed and ~~occupied~~operational in 2029 following completion of the land use review process ~~in 2025, the~~and Hudson River Park board approvals and transactions in 2026, and approximately 36 months of construction. Construction on both development sites would be completed concurrently in a single phase.

Reasonable Worst-Case Development Scenario

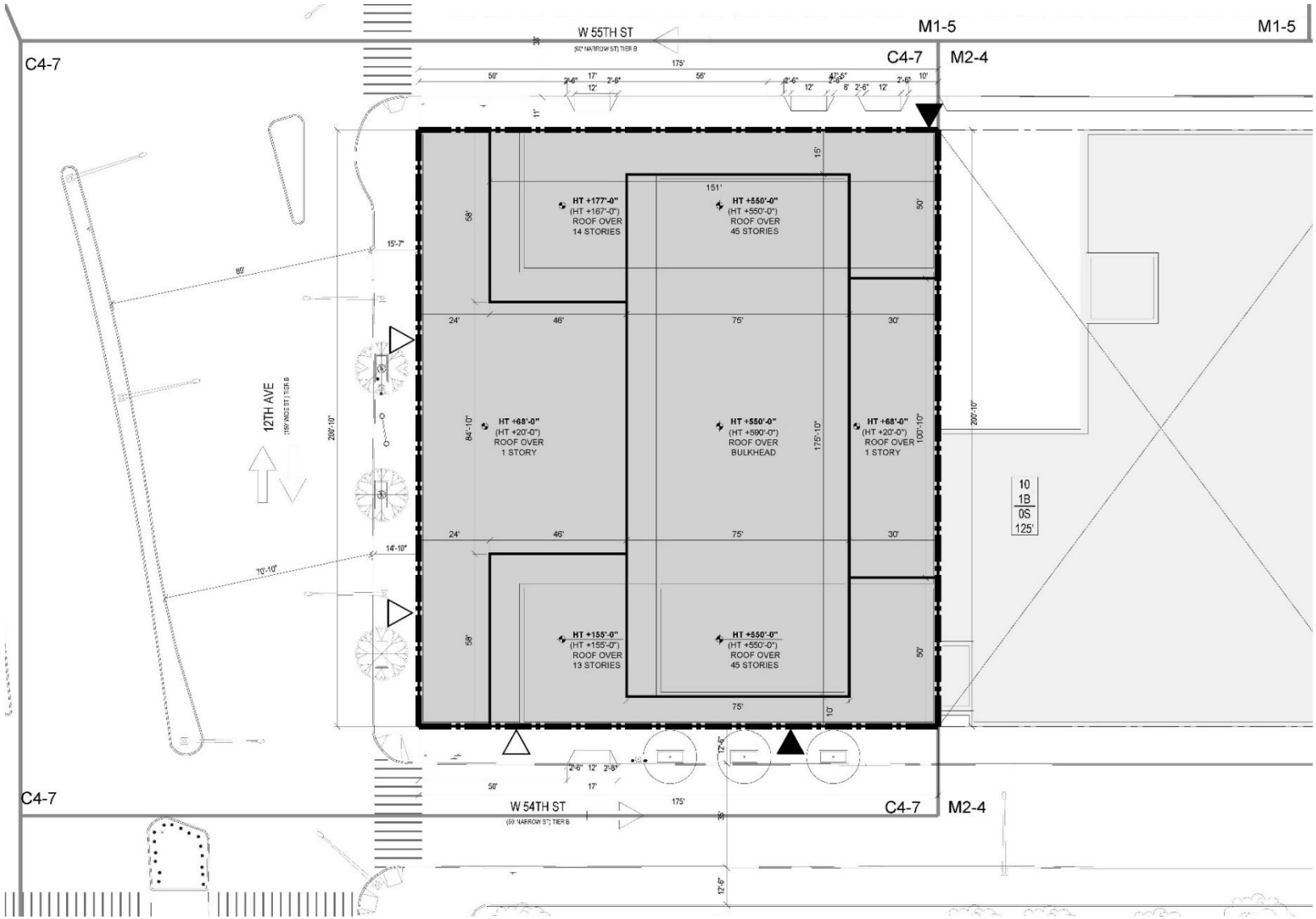
For the purpose of the environmental analyses, the No-Action condition represents the future absent the Proposed Actions and serves as the baseline by which approval of the Proposed Actions (or With-Action condition) are compared to determine the potential for significant environmental impacts. The difference between the No-Action and With-Action conditions represents the increment to be analyzed in the CEQR process.

Given the range of programs that could result from the Proposed Actions, two reasonable worst-case development scenarios (RWCDS) will be assessed to ensure conservative analyses. The Maximum Commercial Scenario will assess the Proposed Projects with a more conservative mix of commercial retail and office uses instead of auto dealership space. The Maximum Residential Scenario will assess a development scenario in which the Applicants instead maximize the residential floor area that could be developed on each development site. The site plans for the Maximum Residential Scenario are provided below, in **Figure 1-6** and **Figure 1-7**~~will be assessed to ensure conservative analyses:~~.

- Maximum Commercial Scenario. ~~Although~~ In the Maximum Commercial Scenario, the Applicants would develop the Proposed Projects, but a modified mix of commercial uses is analyzed to ensure a conservative analysis. While the Proposed Projects would have auto dealership uses ~~are planned as the commercial uses within the Proposed Projects' three lowest stories, the Development Sites'~~ on floors 1-3 and residential uses above, where appropriate to ensure conservative analysis for technical areas where the potential effects of commercial uses would ~~not~~ be ~~restricted to auto dealership uses and could potentially be developed with other commercial uses that are permitted as-of-right in the proposed C4-7 (CL) (HRP) district. Therefore, to ensure conservative analyses in technical areas where commercial uses would have the potential to produce~~ greater ~~effects~~than those of residential uses, a development scenario ~~will be analyzed~~ (the Maximum Commercial Scenario) will be analyzed in which ~~the Proposed Projects are developed with the three lowest stories of each building~~ floors 1-3 of the buildings are occupied by a mix of commercial retail and office space~~.~~ instead of auto dealership space.
- Maximum Residential Scenario. ~~In the future with the Proposed Actions, the Proposed Projects would each maximize the allowable total FAR of 14.4 on the respective Development Sites. However, given that the New York State Fiscal Year 2025 budget legislation (Senate Bill 2023-S8306C) amended the Multiple Dwelling Law to allow exceedances of the previous maximum residential FAR of 12.0, additional residential density may be developed on the Development Sites. Accordingly, a development scenario with increased residential density beyond 12.0 FAR (the Maximum Residential Scenario)~~In the Maximum Residential Scenario, the Applicants would maximize the residential development potential of the development sites. The buildings would have additional residential floor area in the building base, rather than commercial use. The Maximum Residential Scenario will be analyzed in technical areas where increased residential density has the potential to produce more significant effects than the ~~Proposed Projects~~Maximum Commercial Scenario.

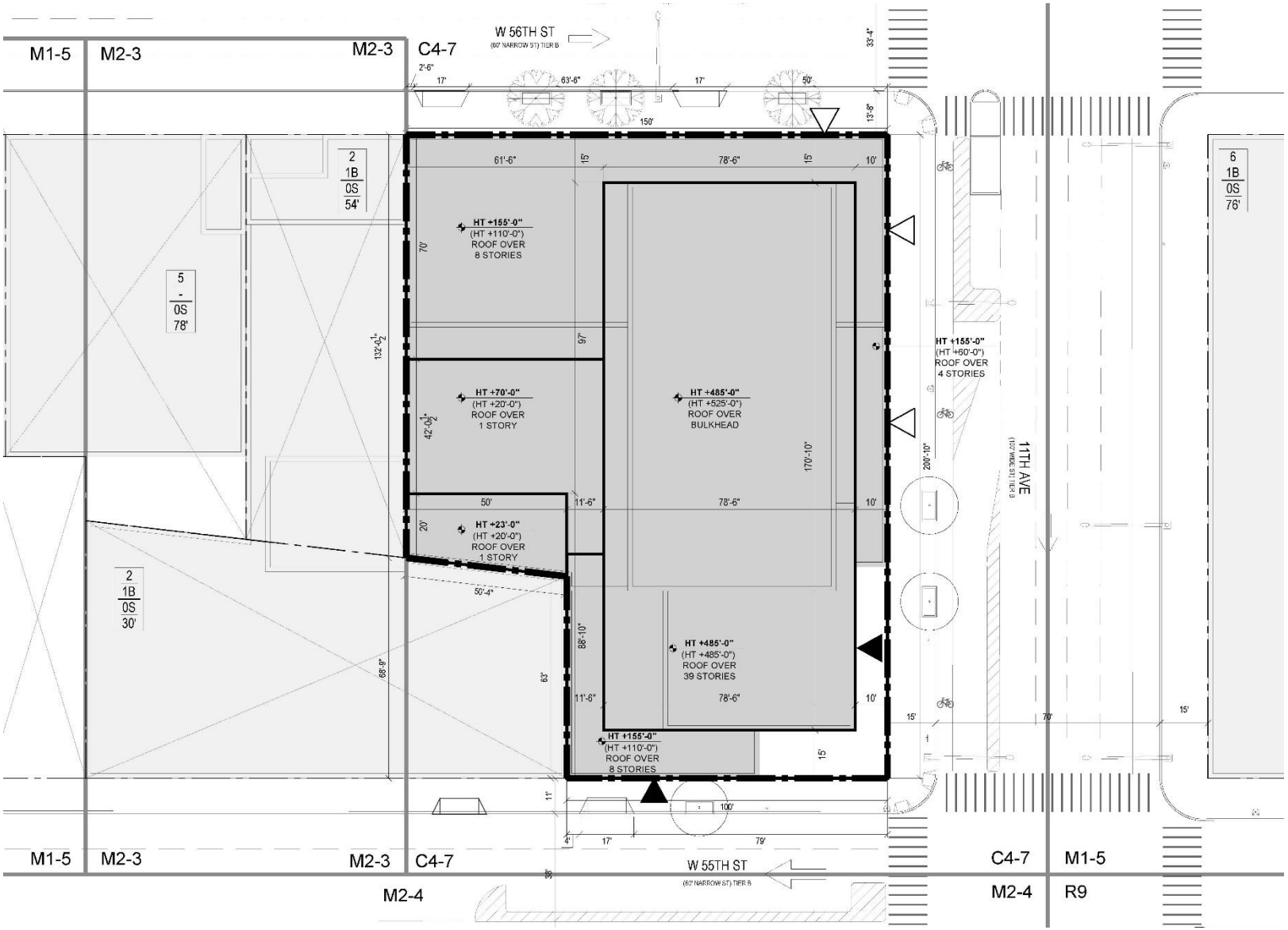
~~Although the Maximum Commercial Scenario would require changes in building massing as compared to the Maximum Residential Scenario,~~ A single maximum building envelope will encompass both development scenarios for each Development Site. These zoning envelopes will be analyzed as the RWCDS for each ~~buildings'~~building's bulk, height, and massing.

Figure 1-6 Maximum Residential Scenario: Development Site 1



This figure has been updated for the FSOW

Figure 1-7 Maximum Residential Scenario: Development Site 2



This figure has been updated for the FSOW

Future No-Action Condition

In the future without the Proposed Actions, it is anticipated that Development Site 1 would continue to be occupied by the existing auto dealership use, and the existing auto dealership space on Development Site 2 would be leased to new tenants. No changes would occur on the portion of non-Applicant-owned Block 1103, Lot 23 comprising the balance of the ~~Rezoning~~Project Area. In the No-Action scenario, no floor area would be transferred from Hudson River Park.

Future With-Action Condition

In the 2029 future with the Proposed Actions, the proposed zoning map amendments, text amendments, and special permits would be approved and it is anticipated that the development sites would be redeveloped ~~as outlined under~~ with either the Proposed Projects~~, above. Given the range of programs that could result from the Proposed Actions, however,~~ or the Maximum Residential Scenario~~ and the Maximum Commercial Scenario will be analyzed, where appropriate, to ensure conservative analyses.~~, as described above.

To ensure a conservative analysis, the scenarios below (i.e., the Maximum Commercial Scenario and the Maximum Residential Scenario) will be analyzed where appropriate. These scenarios represent the RWCDS for the Proposed Actions.

Maximum Commercial Scenario

As with the Proposed Projects, under the Maximum Commercial Scenario, the Applicants would construct two new mixed-use buildings with residential towers each on a three-story commercial base. Rather than three stories of auto dealership, however, the commercial uses in each building would include retail on the ground floor and office on the second and third floors. Under this scenario, Development Site 1 would be redeveloped with a new ~~42~~44-story, 664,245-gsf building with approximately 617 DUs, 65,364 gsf of commercial office space, and 48,626 gsf of ground-floor and cellar retail space, and Development Site 2 would be redeveloped with a new 38-story, 515,076-gsf building with approximately 477 DUs, 47,350 gsf of commercial office space, and 38,410 gsf of ground-floor and cellar retail space. The total number of DUs (1,094 DUs, of which ~~274~~219 to 328 ~~units~~ would be permanently affordable under MIH[3]) would be the same as in the Proposed Projects.

Maximum Residential Scenario

Under the Maximum Residential Scenario, the ~~residential programs would be increased and the commercial programs would be reduced. Specifically, in lieu of auto dealership space on floors 2 and 3 of both buildings, the Applicants would develop residential space on these floors. Under the Maximum Residential Scenario, the~~ Applicants would construct two new mixed-use buildings containing ~~residential and~~ ground-floor and cellar-level auto dealership space, with residential in lieu of auto dealership space on the second and third floors of both development sites. As such, Development Site 1 would be redeveloped with a new ~~43~~, 45-story, 671,815-gsf building with approximately 701 DUs and 50,118 gsf of auto dealership space, ~~and~~while Development Site 2 would be redeveloped with a new, 39-story, 522,558-gsf building with 541 DUs and 38,441 gsf of auto

[3] The number of affordable DUs reflects the possible range of affordability under MIH Option 1 (25 percent of residential floor area affordable to households at an average of 60 percent AMI), Option 2 (30 percent of residential floor area at an average of 80 percent AMI), and Option 3 (20 percent of residential floor area at an average of 40 percent AMI). Where applicable, the MIH Option that reflects the RWCDS for any given technical area will be analyzed to ensure a conservative analysis.

dealership space. The residential program under the Maximum Residential Scenario assumes a rate of 850 residential gsf per DU (above-grade), yielding 1,242 DUs, of which approximately ~~311~~248 to 373 ~~DUs~~ would be permanently affordable under MIH,[4] depending on the MIH options selected during the public review process.

Increment for Analysis

The program details and increments over the No-Action condition for the Proposed Projects, Maximum Residential Scenario, and Maximum Commercial Scenario are presented in **Table 1-1**.

[4] See Footnote No.1.

Table 1-1 Future No-Action and With-Action Comparison

				Maximum Commercial Scenario[1]		Maximum Residential Scenario	
		Existing Condition	No-Action Condition	With-Action Condition	Increment	With-Action Condition	Increment
Auto Dealership (GSF)		210,180	210,180	0	-210,180	88,559[2]	-121,621
Commercial Retail (GSF)		0	0	87,036[2]	+87,036	0	0
Commercial Office (GSF)		0	0	112,714	+112,714	0	0
Residential	GSF	0	0	939,934	+939,934	1,066,176	+1,066,176
	GSF (Above-Grade)	*0*	*0*	*929,465*	*+929,465*	*1,055,707*	*+1,055,707*
	DUs	0	0	1,094	+1,094	1,242	+1,242
	Affordable DUs	*0*	*0*	*219 to 328*	*+219 to +328*	*248 to 373*	*+248 to +373*
Mechanical GSF		0	0	39,638	+39,638	39,638	+39,638
TOTAL GSF		210,180	210,180	1,179,321	+969,141	1,194,373	+1,194,373
Population		0	0	1,838	+1,838	2,087	+2,087
Workers		40	65	756	+691	138	+73

Notes:

[1.] The Proposed Projects are similar to the Maximum Commercial Scenario, except that in lieu of commercial retail and office uses, the Proposed Projects would have 199,750 GSF of auto dealership use (an increment of -10,430 GSF).

[2.] Includes commercial loading area

This table has been updated for the FSOW

Proposed Scope of Work for the DEIS

The ~~Draft EIS~~DEIS will be prepared in conformance with all applicable laws and regulations, including SEQRA (Article 8 of the New York State Environmental Conservation Law) and its implementing regulations found at 6 NYCRR Part 617, New York City Executive Order No. 91 of 1977, as amended, and the Rules and Procedure for CEQR, found at Title 62, Chapter 5 of the Rules of the City of New York. As described previously, the environmental review provides a means for City and State Agencies with technical expertise to systematically consider environmental effects along with other aspects of project planning and design, to evaluate reasonable alternatives, and to identify, and mitigate where practicable, any significant adverse environmental impacts.

The EIS, following the guidance of the *2021 CEQR Technical Manual*, will contain:

- A description of the proposed discretionary actions, the Proposed Projects, the RWCDS (including the Maximum Residential Scenario and Maximum Commercial Scenario), and their environmental setting;
- An analysis of the potential of the Proposed Actions to result in significant adverse impacts in a range of environmental categories, comparing conditions with the Proposed Actions in the proposed build year against conditions that would exist in the absence of the Proposed Actions;
- A statement of the potential significant adverse environmental impacts of the Proposed Actions;
- A description of feasible mitigation measures that would eliminate or minimize adverse environmental impacts;
- An identification of any adverse environmental effects that cannot be avoided if the Proposed Actions are implemented because mitigation is not practicable;
- A discussion of alternatives to the Proposed Actions; and
- A discussion of any irreversible and irretrievable commitments of resources to develop the project.

To ensure a conservative analysis, as noted above, the EIS will analyze the Maximum Residential Scenario or, where appropriate, the Maximum Commercial Scenario for each technical area of concern. The specific technical areas to be included in the EIS are identified in the Environmental Assessment Statement (EAS) dated December 30, 2024. The EAS identified the following technical areas as having the potential to result in significant adverse impacts, and therefore warranting additional analysis in the EIS: land use, zoning, and public policy; socioeconomic conditions; community facilities and services; open space; shadows; urban design and visual resources; hazardous materials; water and sewer infrastructure; transportation; air quality; greenhouse gas emissions and climate change; noise; public health; neighborhood character; and construction.

The Proposed Actions would not have the potential to result in significant adverse impacts to historic and cultural resources, natural resources, solid waste and sanitation and services, or energy. The development sites are not located immediately adjacent to any natural resources, nor would the Proposed Actions have the potential to result in significant adverse impacts to natural resources. The Proposed Actions would not have the potential to result in significant adverse impacts to solid waste and sanitation services as they would not cause a substantial increase in solid waste production that would overburden available waste management capacity or otherwise be inconsistent with the Solid Waste Management Plan or with state policy related to the City's integrated solid waste management system. Finally, the Proposed Actions would not significantly affect the transmission or generation of

energy and as such further analysis of energy is not warranted. Accordingly, these technical areas will not be analyzed in the EIS.

The first step in preparing the EIS is the preparation of a DSOW and public scoping process. Scoping is the process of focusing the environmental impact analysis on the key issues that are to be studied in the EIS. The proposed scope of work for each technical area to be analyzed in the EIS follows. The scope of work and the proposed impact assessment criteria below are based on the methodologies and guidance set forth in the *CEQR Technical Manual*.

Task 1: Project Description

As the first chapter of the EIS, the Project Description introduces the reader to the Proposed Actions and sets the context in which to assess impacts. This chapter will contain a description of the development sites and Proposed Projects: their location; the background and/or history of the projects; a statement of the purpose and need; key planning considerations that have shaped the current proposal; a description of the Proposed Actions including discretionary and ministerial actions; and a discussion of the approvals required, procedures to be followed, and the role of the EIS in the process. This chapter gives the public and City/State stakeholders a base from which to evaluate the Proposed Actions. In addition, the project description chapter will present the framework for the analysis of the environmental impacts of the Proposed Actions and identify the analysis year and anticipated construction timeline.

Task 2: Land Use, Zoning, and Public Policy

This chapter analyzes the potential impacts of the Proposed Actions on land use, zoning, and public policy, pursuant to the methodologies presented in the *CEQR Technical Manual*. A land use analysis characterizes the uses and development trends in the area that may be affected by a proposed project, describes the zoning controls and public policies that guide development, and determines whether a proposed project is compatible with an area's land use patterns and trends or may alter them. Similarly, the analysis considers the action's compliance with, and effect on, the area's zoning and other applicable public policies, including the City's Waterfront Revitalization ~~Plan~~Program (WRP).

The analysis of the project within the context of land use, zoning, and public policy chapter will provide information necessary for the analysis of the environmental impacts of the Proposed Actions under several technical areas within the EIS.

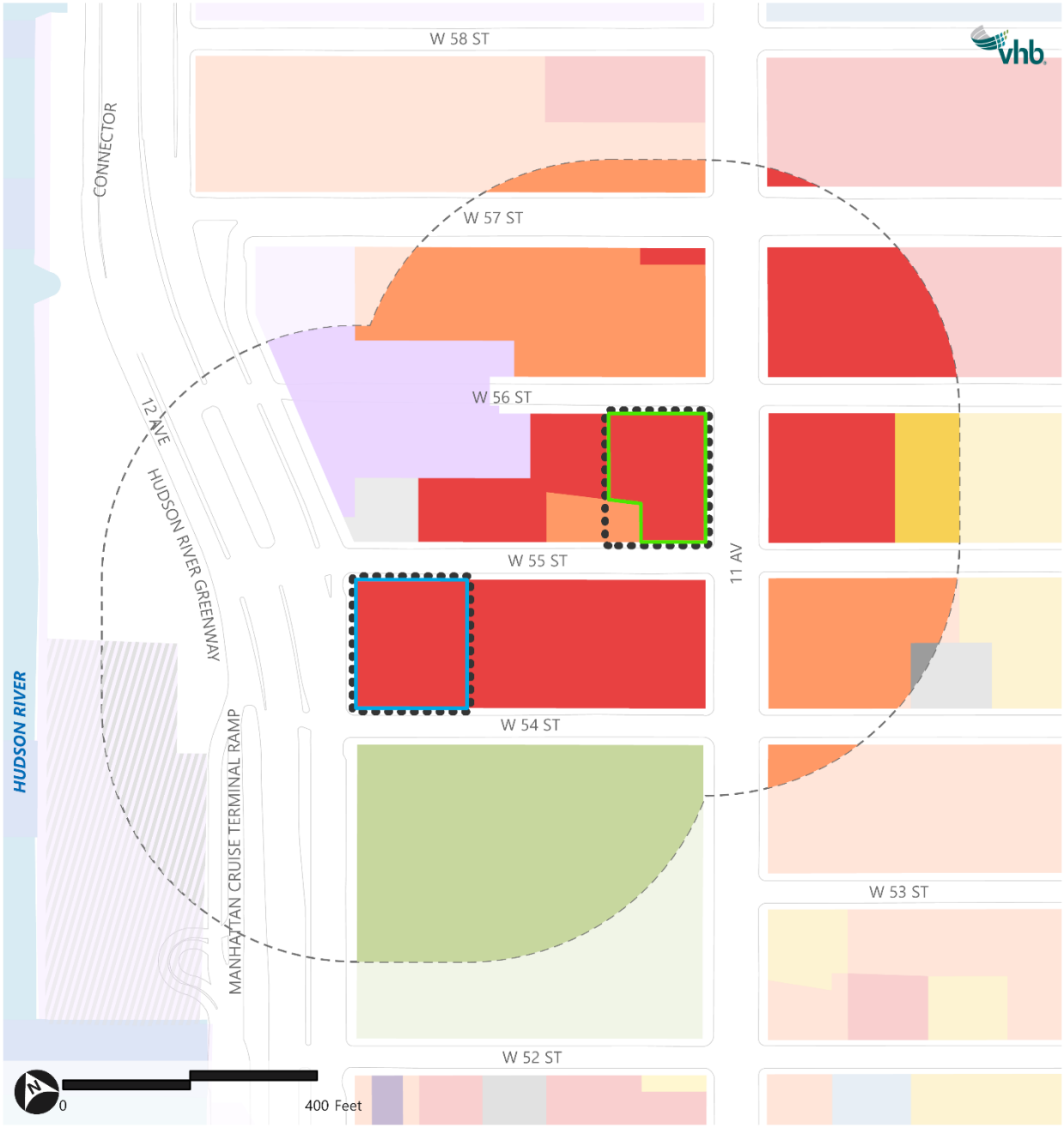
The land use study area will consist of the Project Area, where the potential effects of the Proposed Actions would be directly experienced, as well as within neighboring areas within approximately 400 feet of the perimeter of the Project Area, accounting for natural boundaries and land use patterns and trends (see **Figure 1-8**). The analysis will include the following subtasks:

- Provide a description of land use, zoning, and public policy in the study area under current conditions. Recent trends in the study area will be noted. Other public policies that apply to the study area will also be described.
- Based on field surveys and prior studies, identify, describe, and graphically portray current land use patterns in the study area. Describe the study area's development history and recent land use trends and identify major factors influencing the area's land use trends.
- Describe and map existing zoning (see **Figure 1-9**) and any recent zoning actions in the study area. Prepare a list of future development projects in the study area that are expected to be

constructed by the analysis year. Also, identify pending or known proposed zoning actions or other public policies that could affect land use in the study area. Based on these planned projects and initiatives, assess future land use and zoning conditions in the future without the Proposed Actions (No-Action condition).

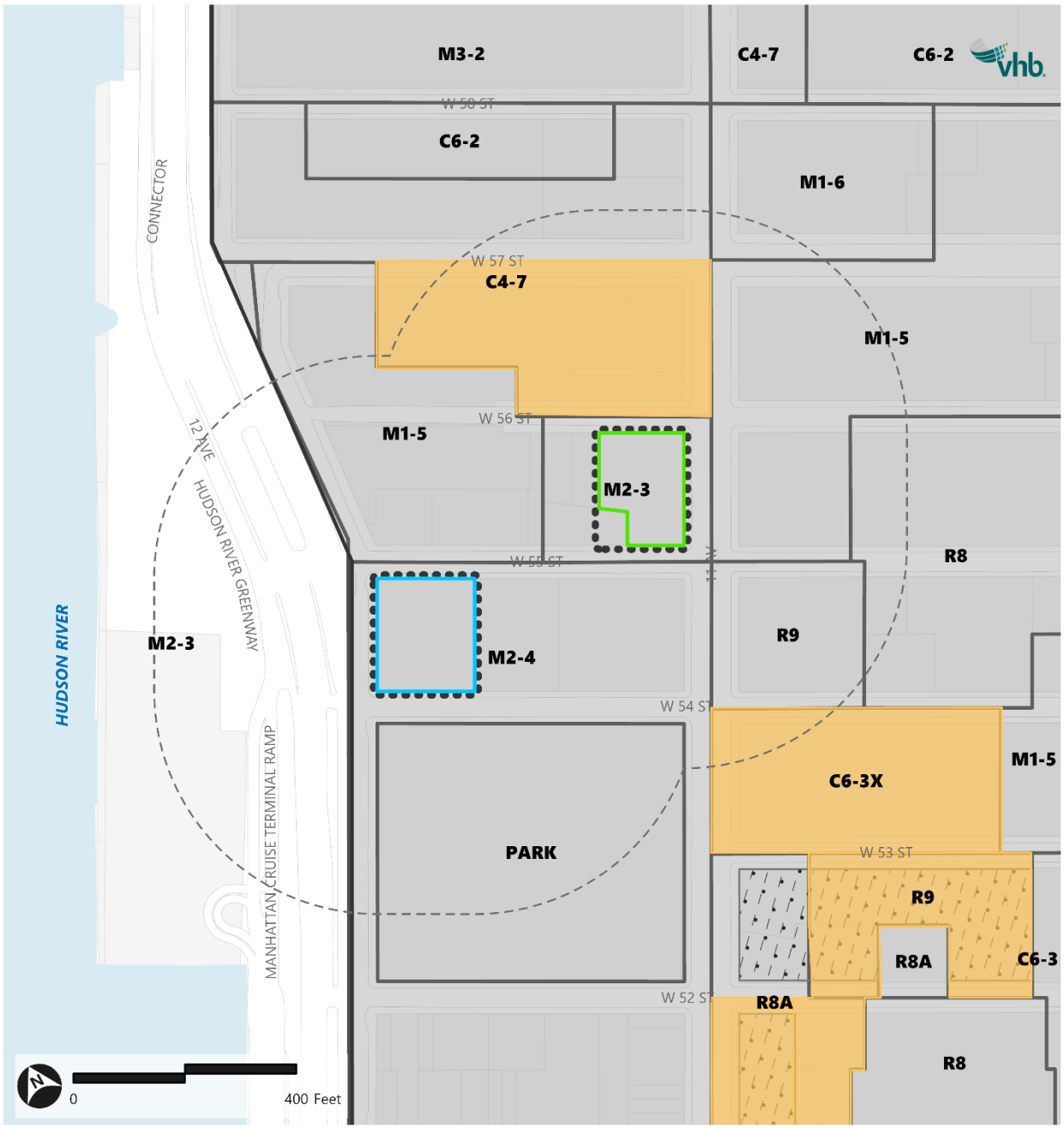
- Describe proposed land use changes that would occur with the Proposed Actions based on the With-Action condition.
- Discuss the potential effects of the Proposed Actions related to issues of compatibility with surrounding land use, zoning, and other public policies, and the effect of the Proposed Actions on ongoing development trends in the study area.
- Assess the Proposed Actions' conformity to City goals, including consistency with the City's housing goals as outlined in Where We Live NYC, and any other relevant public policies.
- Evaluate the Proposed Actions' compliance with the WRP, including Policy 6.2, which requires consideration of the latest sea level rise (SLR) projections into the planning and design of projects in the coastal zone. Published SLR projections will be evaluated for various project life spans using the New York City Panel on Climate Change projections of climate change and sea level rise, published in January 2015, and mapping will be provided showing the estimated extents of future inundation during storm event scenarios. The WRP section will assess how the features of the proposed development would be consistent with the WRP policies.
- If significant adverse impacts are identified, identify feasible mitigation measures, if any, to avoid or reduce potential significant adverse land use, zoning, and/or public policy impacts.

Figure 1-8 Land Use Map



Source: NYC DCP MAPPLUTO

Figure 1-9 Existing Zoning Map



Source: NYC DCP MAPPLUTO

Task 3: Socioeconomic Conditions

The socioeconomic character of an area includes its population, housing, and economic activity. Socioeconomic changes may occur when a project directly or indirectly changes any of these elements. Although socioeconomic changes may not result in impacts under CEQR, they are disclosed if they would affect land use patterns, low-income populations, the availability of goods and services, or economic investment in a way that changes the socioeconomic character of the area.

According to the *CEQR Technical Manual*, the five principal issues of concern with respect to socioeconomic conditions are whether a proposed project would result in significant impacts due to: (1) direct residential displacement; (2) direct business and institutional displacement; (3) indirect residential displacement; (4) indirect business and institutional displacement and (5) adverse effects on a specific industry.

As discussed in the **EAS Part II: Supplemental Analysis**, the Proposed Actions would not result in development meeting the *CEQR Technical Manual* thresholds warranting analysis of direct residential displacement, direct business displacement, indirect business displacement due to increased rents or retail market saturation, or adverse effects on specific industries. However, as the Proposed Actions would exceed the screening threshold of 200 residential units for indirect residential displacement, an analysis of the potential for indirect residential displacement is warranted, and the scope of work for the Socioeconomic Conditions analysis is described below.

Indirect Residential Displacement

The concern with respect to indirect residential displacement is whether the Proposed Actions—by introducing a substantial new development that is markedly different from existing uses, development, and activities within the neighborhood—could lead to increases in property values, and thus rents, making it more difficult for some residents to afford their homes. The objective of the indirect residential displacement assessment is to determine whether the Proposed Actions would either introduce a trend or accelerate a trend of change in socioeconomic conditions that may potentially displace a vulnerable population to the extent that the socioeconomic character of the neighborhood would change. Accordingly, the Maximum Residential Scenario will be analyzed as the RWCDS for indirect residential displacement.

The indirect residential displacement analysis will use ~~the most recent available~~population data from U.S. Census ~~data, as well as~~Bureau's 2010 Census, 2020 Census, 2006-2010 American Community Survey (ACS) and 2018-2022 ACS five-year estimates, compiled through the NYC Population FactFinder; data from the NYC DCP Housing Database (2024 Q4 version) to determine the amount of residential development in the study area that has occurred since 2020; the current real estate property listing data obtained from www.streeteasy.com~~market data,~~; and Area Median Income (AMI) figures for the New York City region obtained from the U.S. Department of Housing and Urban Development (HUD) to present demographic and residential market trends and conditions within a ¼-mile study area[5]. This information will include population estimates, housing tenure and vacancy status, median housing value and rent, median household income, and a discussion of rent-protected housing. The preliminary assessment will consist of a step-by-step evaluation, as described

[5] New York City Department of City Planning. n.d. *DCP Housing Database: Project-Level Files.* *h*ttps://www.nyc.gov/content/planning/pages/resources/datasets/housing-project-level; —. n.d. *Population FactFinder.* https://popfactfinder.planning.nyc.gov; the U.S. Department of Housing and Urban Development. n.d. Area Median Income. https://www.huduser.gov/portal/datasets/il/il2016/2016summary.odn

in the *CEQR Technical Manual*, to determine whether the Proposed Actions would add substantial new population with higher incomes as compared with the income of the study area population and evaluate whether the study area has already experienced a readily observable trend toward increasing rents. The Maximum Residential Alternative will be analyzed as the RWCDS for the Proposed Actions for the analysis of indirect residential displacement.

The preliminary analysis would include the following steps, as described in Section 322.1 of the *CEQR Technical Manual*:

- Determine if the Proposed Actions would add new population with higher average incomes compared to the average incomes of the existing populations and any new population expected to reside in the study area without the project.
- Determine if the project's increase in population is large enough relative to the size of the population expected to reside in the study area without the project to affect real estate market conditions in the study area.
- Consider whether the study area has already experienced a readily observable trend toward increasing rents and the likely effect of the action on such trends.

If the preliminary assessment reveals the potential for the Proposed Actions to introduce a trend of change in socioeconomic conditions, a detailed ~~analyses~~analysis will be conducted in accordance with the *CEQR Technical Manual*, if warranted.

Task 4: Community Facilities and Services

The demand for community facilities and services is directly related to the type and size of the new population generated by the development resulting from the Proposed Actions. New workers tend to create limited demands for community facilities and services, while new residents create more substantial and permanent demands. As such, the Maximum Residential Scenario will be analyzed as the RWCDS for this CEQR assessment of potential impacts on community facilities and services.

As described in the ~~**Environmental Assessment Statement**~~**EAS Part II: Supplemental Analysis**, the Proposed Actions would not directly eliminate, displace, or alter public or publicly funded community facilities such as health care facilities, police stations, or fire stations. Therefore, the Proposed Actions do not warrant an analysis of direct effects on these community facilities.

The *CEQR Technical Manual* recommends a detailed analysis of indirect impacts on police, fire, and healthcare services in cases where the proposed project would either introduce a sizeable new neighborhood where one has not previously existed or displace or alter an existing facility. The Project Area is located in a developed area that is served by existing police, fire, and healthcare services, and would not introduce a sizeable new neighborhood. Therefore, the Proposed Actions do not have the potential to result in significant adverse environmental impacts related to police, fire, and healthcare services, and thus no further analyses of police, fire, and healthcare services are warranted.

Under the Maximum Residential Scenario (which will be analyzed for potential effects of the Proposed Actions on community facilities and services, as noted above), the Proposed Actions would facilitate the development of up to 1,242 additional DUs over the future No-Action condition. This would exceed the minimum number of units that would trigger a detailed analysis of libraries under the *CEQR Technical Manual;* in Manhattan, this number is 1,033. Therefore, further analysis of libraries will be included in the EIS (see **Libraries**, below).

In Manhattan, the threshold for an analysis of early childhood programs is 170 affordable units. Under the Maximum Residential Scenario, the Proposed Actions would result in the development of up to 373 affordable units pursuant to MIH. Therefore, an analysis of publicly funded early childhood programs will be undertaken in the EIS (see **Early Childhood Programs**, below).

The threshold for detailed analysis of public school impacts is the number of units that would generate a total of at least 50 elementary/intermediate school students or at least 150 high school students. ~~The~~ Based on *CEQR Technical Guidance,* the latest Projected Public School Ratio published by the NYC School Construction Authority (SCA) is used to calculated the number of public school students introduced by the Proposed Actions.[6] The Proposed Actions under the Maximum Residential Scenario would ~~exceed the thresholds for~~introduce 39 public elementary~~/~~ school students and 13 intermediate ~~schools~~school students in Manhattan Community School District (CSD) 2, Sub-district 3~~. Using NYC School Construction Authority (SCA) 2019 multipliers,~~, along with 25 high school students. Because the Proposed Actions would ~~generate~~introduce less than 150 high school students, an ~~estimated 46~~assessment on high school impact is not warranted. However, the Proposed Actions are expected to introduce more than 50 elementary ~~school students, 13~~and intermediate school students ~~(a total~~. As such, an assessment of ~~59~~ elementary~~/~~ and intermediate school ~~students), and 25 high school students. Accordingly, an analysis of the project's effects on public elementary and intermediate schools~~is warranted and will be ~~undertaken~~included in the EIS ~~(see **Public Schools** below). No further analysis of high schools is warranted, and no high school impacts would occur as a result of the Proposed Actions.~~.

Libraries

As discussed above, the Proposed Actions would exceed the threshold of 1,033 residential units for analysis of library services in Manhattan. The project would not directly displace or alter any library facilities; therefore, an indirect analysis will be conducted to assess increased demand on library services. The analysis will describe existing libraries within the study area, their information services, and their user population, as well as information on the services provided, levels of utilization, and branch holdings of books and other media. An estimate of holdings per resident will then be calculated for the No-Action condition, based on future population in the study area and anticipated growth in the library system. Impacts will be assessed by adding the project-generated population to the No-Action population and determining the project's effects on the library's ability to provide information services to its users based on change in holdings per resident compared to the No-Action condition. If significant adverse impacts are identified, feasible mitigation measures (if any) will be identified to avoid or reduce these impacts.

Early Childhood Programs

As discussed above, the Proposed Actions would facilitate development that would exceed the threshold of 170 low-income units in Manhattan for analysis of publicly-funded early childhood programs. Accordingly, a detailed analysis of early childhood programs will be included in the EIS. The analysis will include the following:

› Existing publicly funded group child care facilities will be identified within approximately 1.5 miles of the project area.

[6] SCA, *Projected Public School Ratio [aka, the updated 2024 Housing Multiplier]*, accessed from: https://www.nycsca.org/Community/Capital-Plan-Reports-Data#Housing-Projections-70

- Using New York City Department of Education (DOE) data obtained via ~~the Department of City Planning (DCP),~~DCP, each facility will be described in terms of its location, number of slots (capacity), and existing enrollment.
- Any expected increases by the analysis year in the population of children under age 6 within the eligibility income limitations for publicly funded child care services, based on CEQR methodology, will be assessed for the No-Action condition. This information will be used to determine the projected capacity or resulting deficiency in child care "slots" and the utilization rate for the study area.
- The With-Action demand will be calculated by adding the estimated number of eligible children generated by the Proposed Actions to the projected No-Action demand and calculating the effect on the number and utilization rate of child care slots. This calculation will take into account the child care facilities proposed as part of the project.
- The significance of the effects of the Proposed Actions will be assessed based on methods identified in the *CEQR Technical Manual*. A significant adverse impact may result if the project would result in a collective child care/Head Start utilization rate of 100 percent or more, and an increase of 5 percent or more in utilization rate between the No-Action and With-Action scenarios.
- If necessary, mitigation measures will be considered to address any significant adverse impacts.

Public Schools

As discussed above, the Proposed Actions would facilitate development that would exceed the thresholds for analyses of elementary/intermediate schools. Accordingly, detailed analyses of elementary/intermediate schools will be included in the EIS. The analysis will include the following:

- The primary study area for the analysis of elementary and intermediate schools is the community school district sub-district in which the project is located. The Project Area is located within Community School District (CSD) 2, Sub-district 3, which will serve as the study ~~are~~area for the analysis of elementary schools and intermediate schools.
- Public elementary and intermediate schools serving CSD 2, Sub-district 3 will be identified and located. Existing capacity, enrollment, and utilization data for all public elementary/ intermediate schools within the affected sub-district will be provided for the current (or most recent) school year, noting any specific shortages of school capacity using information from the New York City DOE.
- Conditions that would exist in the No-Action condition for the sub-district will be identified, taking into consideration projected changes in future enrollments, including those associated with other developments in the affected sub-district, using the NYC School Construction Authority's (SCA) *Projected New Housing Starts*. Plans to alter school capacity either through administrative actions on the part of the DOE or as a result of the construction of new school space prior to the 2029 analysis year will also be identified and incorporated into the analyses. Planned new capacity projects from the DOE's *2020-2024 Five Year Capital Plan* may be included in the quantitative analysis per consultation with SCA and DCP or in a qualitative discussion.
- With-Action conditions will be analyzed, adding students likely to be generated by the Proposed Actions to the projections for the No-Action condition. Impacts will be assessed based on the difference between the With-Action projections and the No-Action projections at the sub-district

level for elementary and intermediate school students, for enrollment, capacity, and utilization in 2029.

- A determination of whether the Proposed Actions would result in significant adverse impacts to public schools will be made. A significant adverse impact may result, warranting consideration of mitigation, if the Proposed Actions would result in: (1) a collective utilization rate of elementary and intermediate schools in the sub-district study area that is equal to or greater than 100 percent in the With-Action condition; and (2) 100 or more new students generated from proposed development past the 100% utilization rate. If impacts are identified, further analysis would be required to determine the number of dwelling units that may be constructed before a significant adverse impact would occur. If significant adverse impacts are identified, feasible mitigation measures (if any) will be identified to avoid or reduce these impacts.

Task 5: Open Space

According to the *CEQR Technical Manual*, a proposed project warrants an open space assessment if it would directly or indirectly affect open space on or surrounding a project site. A proposed project would directly affect open space conditions if it causes the loss of public open space, changes the use of an open space so that it no longer serves the same user population, limits public access to an open space, or results in increased noise or air pollutant emissions, odors, or shadows that would temporarily or permanently affect the usefulness of a public space. A project would have an indirect effect on open space through increasing worker or resident population size and therefore overtaxing existing open space access through an increase in population.

An assessment of indirect effects on open space is conducted if the Proposed Actions would generate more than 200 residents or 500 non-residents.

The Proposed Actions would generate up to approximately 2,087 incremental residents, which would occur under the Maximum Residential Scenario. The Maximum Residential Scenario will be analyzed as the RWCDS for potential indirect effects on open space due to increased residential population. The Proposed Actions would generate up to approximately 691 incremental workers, which would occur under the Maximum Commercial Scenario. The Maximum Commercial Scenario will be analyzed as the RWCDS for potential indirect effects on open space due to increased non-residential population. Assessments of indirect residential and non-residential open space will be provided in the EIS. A detailed open space analysis is necessary if the project would introduce a large population in an area with a limited amount of open space available for public use. As such, a detailed analysis will be provided. As the Proposed Actions would not lead to any direct changes to open space, no further analysis of direct effects is warranted.

The open space analysis will consider active and passive open space resources. Active, passive, and total open space ratios will be assessed in the residential study area (half-mile radius). Passive open space ratios will be assessed in the non-residential study area (quarter-mile radius). The study area would generally comprise those census tracts that have 50 percent or more of their area located within the applicable radius of the Project Area, as recommended in the *CEQR Technical Manual*. The detailed analysis would consist of the following subtasks:

- Identify and describe study area open spaces through data collection and site visits to determine types of facilities, utilization levels, accessibility, and current conditions.
- Use the data gathered to assess the adequacy of the existing open space relative to the needs of study area users. This would include a quantitative and qualitative assessment that involves

calculating active, passive, and total open space ratios for residential users in the half-mile study area and calculating passive open space ratios for nonresidential populations in the quarter-mile study area; calculating the passive and active open space ratios for combined residential and non-residential populations within the quarter-mile non-residential study area; considering the effects of air quality, noise, shadows, wind, access, and safety issues on the usability of existing open spaces; and considering other data, including facility condition, utilization levels, and other factors that may encourage or deter park use.

- Assess the adequacy of open space for No-Action and With-Action conditions, taking into account expected future changes in open space and in nonresidential and residential populations within the half-mile residential study area and quarter-mile non-residential study area.
- Assess the availability of particular types of open space for particular groups (with a focus on residential population and workers). In conducting this assessment, the analysis focuses on where shortfalls in open space exist now (or in the future), to identify whether the shortfalls are a result of the project.

If the Proposed Actions would result in a significant adverse impact (e.g., would significantly increase shadows, noise, or air pollutant emissions or would reduce the open space ratio below 0.15 acres of passive space per 1,000 non-residential population), potential on-or off-site mitigation would be identified and assessed.

Task 6: Shadows

A shadows analysis assesses whether new building mass resulting from the Proposed Actions would cast shadows on sunlight-sensitive publicly accessible resources or other resources of concern, such as natural resources, and evaluates the significance of their impact. Generally, the potential for shadow impacts exists if a project would result in new structures or additions to buildings resulting in structures over 50 feet in height that could cast shadows on important natural features, publicly accessible open space, or on historic features that are dependent on sunlight.

The Proposed Actions would enable the development of structures greater than 50 feet in height and located across the street from DeWitt Clinton Park, Clinton Cove at Hudson River Park, and the Hudson River, all sunlight-sensitive resources as defined by CEQR. To analyze the potential for significant adverse shadow impacts, the EIS will include a detailed shadow analysis based on the building envelopes (including bulkheads) proposed as part of the land use actions to identify the worst-case shadowing effects of the Proposed Actions on sunlight-sensitive resources. Specifically, the shadows assessment will be based on a single maximum zoning envelope that would encompass the potential massings for the Proposed Project, Maximum Residential Scenario, and Maximum Commercial Scenario, as noted under **Analysis Framework**, above. This envelope will be analyzed as the RWCDS for the shadows assessment.

The EIS will disclose the range of shadow impacts, if any, which are likely to result from the Proposed Actions. The shadows analysis will include a Tier 1 through Tier 3 screening assessment to identify whether shadows cast by the proposed buildings could reach sunlight-sensitive resources at any time of year and, if so, whether the incremental shadow would be likely to cause a significant adverse impact on the resource.

- A Tier 1 Screening Assessment will be conducted to determine the longest shadow study area for the RWCDS, which is defined as 4.3 times the height of a structure (the longest shadow that

would occur on December 21, the winter solstice). A base map that illustrates the location of the project site in relation to the sunlight-sensitive resources and displays topographic information will be developed.

- A Tier 2 Screening Assessment will be conducted if any portion of a sunlight-sensitive resource lies within the longest shadow study area. The Tier 2 assessment will determine the areas that cannot be shaded by projected developments, which in New York City is the area that lies beyond 108 degrees either side of true north from the southern-most portion of the project area.
- If any portion of a sunlight-sensitive resource is within the area that could be potentially shadowed by the RWCDS massing, a Tier 3 Screening Assessment will be conducted. The Tier 3 Screening Assessment will determine if shadows from the RWCDS massings can, in absence of intervening buildings, reach a sunlight-sensitive resource on December 21 (the winter solstice), March 21/August 21 (the spring/fall equinox), May 6 (half-way between the equinoxes and the summer solstice), or June 21 (the summer solstice). The projected shadow will be modeled with a three-dimensional computer modeling software with the capacity to accurately calculate sun angles and shadows that could be cast by the proposed buildings to determine the extent and duration of new shadows that would be cast on sunlight-sensitive resources as a result of the Proposed Actions. A summary table could list the shadow entry and exit times for each sunlight sensitive resource on each representative analysis day that could occur on the representative analysis days in the absence of intervening buildings.

If the Tier 1 through Tier 3 analysis indicates the need for a detailed shadows analysis, the EIS will include an analysis that will take into account shadow from existing buildings. This analysis would include the following subtasks:

- The baseline condition (No-Action Condition) would be established through the use of a three-dimensional modeling program that accounts for the No-Action shadows condition. The No-Action shadows condition would be compared to the future shadows conditions that could result from the RWCDS massings (With-Action condition). The analysis would illustrate the shadows cast by existing or future buildings and distinguish the additional (incremental) shadow projected to be cast by the RWCDS massings.
- The detailed analysis would be documented with graphics comparing No-Action and With-Action shadows on sunlight-sensitive resources that warrant detailed analysis. Graphics will illustrate the shadows that result in the No-Action condition and the shadows projected to result in the With-Action condition, with incremental shadow outlined in a contrasting color. A summary table listing the entry and exit times and total duration of incremental shadow on each applicable representative day for each affected resource would be provided.
- The significance of any shadow impacts on sunlight-sensitive resources will be assessed. If any significant adverse shadow impacts are identified, mitigation strategies will be identified and assessed.

Task 7: Urban Design and Visual Resources

Urban design is the totality of components that may affect a pedestrian's experience of public space. An assessment of urban design and visual resources is appropriate when there is the potential for a pedestrian to observe, from the street level, a physical alteration beyond that allowed by existing zoning. The Proposed Actions would facilitate the development of two buildings up to ~~42~~45 stories

tall, resulting in a physical change to the streetscape that will change the pedestrian experience beyond what is currently allowed by zoning. Therefore, an assessment of urban design and visual resources will be provided in the EIS.

The preliminary assessment will determine whether development resulting from the Proposed Actions would create a change to the pedestrian experience that is sufficiently significant to require greater explanation and further study. This analysis will describe the Proposed Actions in terms of how it would affect the area's defining elements of urban design in the With-Action condition compared to the No-Action condition. Based on the configuration of the RWCDS massings, a study of wind conditions and their effect on pedestrian level safety is not warranted. The significance of any impacts will be determined by considering the degree to which the project will change the built environment's arrangement, appearance, or functionality and whether the change would negatively affect a pedestrian's experience of the area. If necessary, mitigation measures to avoid or reduce potential significant adverse impacts will be identified.

Task 8: Hazardous Materials

A hazardous materials assessment determines whether the Proposed Actions may increase the exposure of people or the environment to hazardous materials, and, if so, whether this increased exposure would result in potential significant public health or environmental impacts. The potential for significant impacts related to hazardous materials can occur when: (a) elevated levels of hazardous materials exist on a site and the project would increase pathways to human or environmental exposures; (b) a project would introduce new activities or processes using hazardous materials and the risk of human or environmental exposure is increased; or (c) the project would introduce a population to potential human or environmental exposure from off-site sources. The presence or likely presence of any hazardous substance or petroleum products on a site under conditions that indicate an existing release, past release, or a material threat of release of any hazardous substances or petroleum products into structures on the property or into the ground, ground water, or surface water of the property is known as a Recognized Environmental Condition (REC), which must be disclosed under CEQR.

The EIS hazardous materials section will include a summary of Phase I ESAs for both development sites, which are being conducted during June 2024 to be reviewed by the Department of Environmental Protection (DEP). The results of the Phase I ESAs would determine if any conditions are present at the development sites that may warrant further investigation. The chapter will include a discussion of the Proposed Actions' potential to result in significant adverse hazardous materials impacts and, if necessary, will include a description of any additional testing, remediation, or other institutional measures that would be necessary to avoid impacts.

If further testing is recommended, an Investigation Work Plan for each Development Site will be provided to the lead agency detailing the proposed scope of work for any soil, groundwater and/or soil gas evaluation on the development sites. An Investigation Health and Safety Plan (HASP) will also be provided for each Development Site in order to protect the health and safety of both on-site personnel and the surrounding community. Once approved, Phase II ESAs may be conducted to investigate the potential presence of hazardous materials on the development sites. Results of the Phase II ESAs will be provided in a separate Phase II ESA Report and summarized within the Hazardous Materials chapter. If applicable, the chapter will provide recommendations for next steps including remediation or institutional measures that would be necessary to avoid impacts.

Task 9: Water and Sewer Infrastructure

As outlined in the *CEQR Technical Manual*, this section of the EIS assesses whether the Proposed Actions have the potential to adversely affect the City's water distribution or sewer system and, if so, whether those impacts are significant. As described in the EAS, the Maximum Commercial Scenario will be analyzed as the RWCDS for water demand. Based on average water consumption levels, the Maximum Residential Scenario is not expected to exceed the threshold of 1 million gallons per day that would warrant a preliminary infrastructure assessment of water supply. Therefore, an analysis of water supply will not be provided in the EIS. However, the EIS will disclose the water demand for the Maximum Residential Scenario in terms of domestic water and air conditioning.

With regard to wastewater and stormwater conveyance, the *CEQR Technical Manual* states that a preliminary infrastructure analysis would be needed if a project that is located in a combined sewer area within Manhattan would result in incremental development over the No-Action scenario of more than 1,000 residential units or 250,000 sf of commercial, public facility, and institution and/or community facility space. The Proposed Actions would involve the incremental development of up to 1,242 residential units. Therefore, a preliminary infrastructure assessment for wastewater and stormwater conveyance and treatment.

The preliminary infrastructure assessment will:

- Identify the existing wastewater and stormwater conveyance systems and treatment facilities in the study area.
- Determine existing and future wastewater flows from the site, using Table 13-2 in the *CEQR Technical Manual*, and evaluate the incremental effect of wastewater flows from the Proposed Projects on the capacity of conveyance facilities and the WRRF. Any potential new sewer upgrades or installations required as a result of the Proposed Projects will be identified.
- Evaluate stormwater drainage patterns, anticipated changes in volumes, and runoff rates using available data from DEP and considering future conditions. The Proposed Projects will need to be in conformance with DEP requirements, including the unified stormwater rule. The analysis will identify best management practices (BMPs) to be incorporated into the Proposed Projects to manage stormwater runoff.

If the preliminary infrastructure assessment indicates that discharges from the Proposed Projects would impact sewer system capacity or increase pollutant loadings in stormwater, a detailed assessment may be required in accordance with Chapter 13 of the *CEQR Technical Manual*. If necessary, this assessment could include:

- Conducting a hydraulic analysis to determine whether the existing storm and sanitary sewer systems have capacity to serve the Proposed Projects.
- If the lead agency with DEP's consultation determines that the projects' increased combined sewer flows and volumes have the potential to exacerbate Combined Sewer Overflow (CSO) volumes or frequency, modeling discharge volumes and frequencies for each combined sewer outfall in the affected catchment area.
- Estimating pollutant types and loadings due to increased volumes of separate storm sewer discharges or CSOs.

If significant adverse impacts are identified, potential mitigation strategies would be assessed to reduce or eliminate, to the greatest extent practicable, the effects caused by the Proposed Actions.

Any sewer and water infrastructure utility relocations and/or new utility distribution systems on the development sites resulting from the Proposed Actions would occur in coordination with DEP and will be described in this section of the EIS.

Task 10: Transportation

The objective of a transportation analysis is to determine whether a proposed action may have the potential to result in a significant impact (per the *CEQR Technical Manual* criteria) on traffic operations and mobility, public transportation facilities and services, pedestrian elements and flow, safety of all roadway users (pedestrians, bicyclists, and vehicles), on- and off-street parking, or goods movement, and evaluate the ability of transportation system improvements to mitigate those impacts. The Proposed Actions would result in two new buildings including a mix of residential and commercial (office, retail, and/or auto dealership) uses. The Proposed Actions would generate additional vehicular travel, additional subway and bus riders, and pedestrian traffic. These new trips would have the potential to affect the area's transportation systems. Therefore, the transportation analyses of the EIS will include the subtasks outlined below.

Travel Demand Analysis

A Travel Demand Analysis will be conducted to determine the magnitude of project-generated trips and provide the framework for the Transportation analysis. Trip generation projections will be developed by travel mode for each of the land uses associated with the Maximum Commercial Scenario and Maximum Residential Scenario using trip generation rates, temporal distributions, modal splits, average vehicle occupancies, and in/out splits published in the *CEQR Technical Manual*, previously approved EISs or EASs, U.S. Census data, NYC Department of Transportation (NYCDOT) travel demand surveys and other professional reference materials such as the *ITE Trip Generation* publication. The trip generation projections will be performed for the weekday AM, midday, PM, and Saturday peak periods.

A Level 1 screening assessment will be prepared to determine whether the Maximum Commercial Scenario or Maximum Residential Scenario would generate vehicle, transit, and/or pedestrian trip levels that would exceed the screening thresholds outlined in the *CEQR Technical Manual*. The Level 1 screening assessment will disclose projected peak hour person trips, vehicle trips, transit and ferry trips, and pedestrian trips for the analysis periods. The scenario that would result in more subway and pedestrian trips will be used for the Level 2 screening analysis for transit and pedestrian trips. Similarly, the scenario that would result more vehicular trips would be used for the Level 2 screening analysis for potential traffic and parking impacts.

A Level 2 screening assessment will be prepared for vehicular, transit, and pedestrian trips. This will include the distribution and assignment of trips through the study area's roadway and highway networks, subway and bus services, and pedestrian network, and the identification of the specific intersections, highway sections, and subway, bus and ferry lines that would require detailed quantitative analyses.

A Travel Demand Analysis (TDA) Technical Memorandum will be prepared that documents the planning assumptions providing the framework for the detailed analysis to be undertaken in the EIS and will be reviewed by and coordinated with NYCDOT and New York City Transit.

Traffic

A detailed traffic analysis may be warranted based on the results of the Travel Demand Analysis. The TDA Technical Memorandum will identify intersections along logical traffic routes to and from the development sites that will be analyzed during the peak hours. The existing traffic conditions for lane groups and intersection approaches analyzed will be expressed as volume-to-capacity (v/c) ratios, average vehicle delays, and levels of service. The analysis will be conducted using the latest approved Synchro software~~.~~, which are based on methodologies presented in the *Highway Capacity Manual (HCM).*

Future No-Action traffic volumes will be developed using the annual background traffic growth rate cited in the *CEQR Technical Manual* plus vehicle traffic expected to be generated by the reoccupied development sites and by other significant development projects expected to be operational within the vicinity of the development sites by the 2029 analysis year. Any proposed changes to the street network identified to occur by the analysis year will be incorporated into the traffic analyses. Future No-Action traffic conditions for the intersections being analyzed will be determined.

Future With-Action traffic volumes will be developed by adding project-generated vehicle traffic to the future No-Action traffic volumes. If any proposed changes to the street network are expected to occur in conjunction with the Proposed Projects, they will be incorporated within the traffic analysis. Future With-Action traffic conditions for the intersections being analyzed will be determined and potential significant impacts will be identified.

Pedestrians

Pedestrian analyses will be conducted for the peak hours analyzed in the TDA Technical Memorandum along key walking routes between the development sites and subway stations, bus stops and other attractions in the study area. The analysis will focus on sidewalks, corner areas and crosswalks where project-generated pedestrian demand would be most concentrated during the peak analysis hours.

Future No-Action pedestrian volumes will be developed using the annual background pedestrian growth rate cited in the *CEQR Technical Manual* plus pedestrian trips to be generated by significant development projects expected to be operational near and at the development sites by the Proposed Actions' analysis year. Proposed changes to the street network identified to occur by the analysis year will be incorporated into the pedestrian analyses. Future No-Action pedestrian conditions for the elements analyzed will be determined.

Future With-Action pedestrian volumes will be developed by adding project-generated pedestrian increments to the future No-Action pedestrian volumes. Proposed changes to the street network as well as any sidewalk widening expected to occur in conjunction with the Proposed Projects, if any, will be incorporated into the pedestrian analysis. Future With-Action pedestrian conditions for the elements analyzed will be determined and potential significant impacts will be identified.

Transit

Subways

The subway routes and station serving the development sites will be identified and described in the EIS. The closest subway station to the development sites is the ~~59 St -~~59th Street – Columbus Circle

subway station, which is served by the A/C/B/D and No. 1 subway lines during the daytime hours. As this station is approximately one-half mile away from the development sites, it is anticipated that a portion of the project-generated subway trips would use bus service to travel between the development sites and subway station. At any subway station that exceeds the *CEQR Technical Manual* thresholds for analysis (i.e., an increase of 200 or more subway riders at one station), further analysis of the subway station elements (i.e., stairways, fare control areas, escalators, etc.) will be undertaken consistent with the *CEQR Technical Manua*l to determine the potential for significant adverse impacts. The anticipated scope of this analysis would include:

- Identifying the volume of patrons using the subway station, based on information obtained from MTA/New York City Transit, as well as line-haul ridership data.
- Conducting pedestrian counts at the subway station elements and determining the levels of service at station elements during the weekday AM and PM commuter periods.
- Determining future No-Action and With-Action station volumes and utilization of the station elements analyzed, and whether there would be significant station impacts at the analysis locations under the With-Action conditions.

If the CEQR thresholds for analysis are exceeded on any individual subway route (i.e., an increase of 200 or more passengers on a single subway line), a line haul analysis of that route will be undertaken consistent with CEQR methodologies to determine the potential for significant adverse impacts based on the changes to the subway line load levels.

Buses

Key bus routes serving the development sites, which include the M11, M12, M31, M50 and M57 will be assessed to determine their potential for significant bus impacts. The bus routes will be identified and described in the EIS, including the location of nearby bus stops, hours of operation, and frequency of service. If the *CEQR Technical Manual* thresholds for analysis are exceeded on any individual bus route (i.e., an increase of 50 or more bus passengers on a single bus line in one direction), further analysis of that route will be undertaken consistent with *CEQR Technical Manua*l to determine the potential for significant adverse impacts.

Parking

Based on the trip generation rates and modal split estimates in the TDA memorandum, project-generated parking demand will be projected for each land use on an hourly basis for a weekday for the existing, future No-Action, and future With-Action conditions. Since no parking would be provided at the development sites under the With-Action condition, project-generated auto trips would need to park in off-street parking facilities within the vicinity of the development sites; the available off-street parking spaces within a quarter mile of the development sites will be assessed to determine if there is sufficient parking to accommodate the projects' demand. If the analysis concludes that there would be a shortfall in parking within the quarter-mile study area, the study area may be extended to a half mile to identify additional parking supply.

Safety

This section of the EIS will include a review of vehicular and pedestrian crash data for the most recent three-year period for which such data are available, and a summary of the number and severity of crashes by year for each of the traffic study area intersections. Per NYCDOT's guidance, the most

recent pre-~~COVID~~pandemic crash data (2017-2019) will be assessed. The analysis will determine whether any of the analysis intersections are considered high crash locations based on *CEQR Technical Manual* criteria and NYCDOT's guidance and will also assess whether traffic generated by the Proposed Actions would contribute materially to safety risks at such locations. The EIS will identify potential safety improvements, if warranted.

Task 11: Air Quality

The potential effects of the Proposed Actions from mobile and stationary sources of air pollution on the surrounding sensitive land uses will be evaluated. Both mobile source and stationary source air quality analyses involve a multi-step process consisting of an initial screening, and then, if necessary, a detailed analysis.

Air Quality Analyses

Mobile Source Analysis

Microscale Intersection Analysis

Based on information from the traffic analysis, a mobile source screening to evaluate whether project-generated vehicle trips exceed applicable thresholds defined in the *CEQR Technical Manual* will be performed. Should the project-generated vehicle trips exceed CEQR thresholds, a detailed mobile source analysis will be conducted for one intersection that exceeds the screening criteria for both carbon monoxide (CO) and PM (particulate matter, PM_{10} and $PM_{2.5}$) pollutants using EPA's MOVES and AERMOD emissions and dispersion models. The intersection would be selected in consultation with the lead review agency in order to capture the worst-case conditions in the With-Action condition.

Atypical Source Analysis: Twelfth Avenue (NY 9A)

An air quality impact will be assessed from Twelfth Avenue/NY 9A on the proposed buildings within 200 feet. This analysis will utilize the latest available version of the EPA's MOVES emission model and AERMOD dispersion model. The analysis will assess the impacts of highway traffic CO and PM emissions on the proposed buildings.

Stationary Source Analyses

HVAC ~~Systems~~and Hot Water Analysis

The analysis of the heating, ventilation, and air conditioning (HVAC) and hot water systems of the future development at the development sites will consider impacts following the screening procedures outlined in the *CEQR Technical Manual* to determine the potential for impacts on existing developments as well as the potential for "project-on-project" impacts. Since the Proposed Actions would result in the development of two new buildings with similar heights and individual HVAC systems and the proposed projects may elect to use natural gas for buildings' HVAC or hot water systems, refined modeling analysis may be required. Such analyses would be performed using the latest EPA model (AERMOD) and five years of representative meteorological data. Emission rates will be developed based on the size of the future developments, future uses, and assumptions developed to represent boiler stack location(s). Building receptors will be placed on every floor and spaced 30

feet (horizontally) on all facades on any nearby existing buildings and/or future development sites to identify maximum pollutant concentrations, where applicable.

The predicted pollutant concentrations will be compared against applicable NAAQS and CEQR *de minimis* criteria for $PM_{2.5}$ to identify the air quality impacts of proposed systems.

Industrial and Large/Major Source Analyses

An assessment of potential impacts onto the Proposed Project from existing facilities will include the following analyses:

- Industrial Source Analysis. A preliminary screening will be conducted by examining nearby land uses and reviewing permit files from the DEP Bureau of Environmental Compliance (BEC) to identify manufacturing/processing facilities within a 400-foot radius of ~~the~~each Development Site. A screening analysis will be conducted for any sources that are identified.
- Large/Major Source Analysis. A search will be conducted to identify any large and major sources within a 1,000-foot radius of the Project Area. A "large" source is a facility with a New York State Department of Environmental Conservation (NYSDEC) State Facility Permit and a "major" source is a facility with a NYSDEC Title V permit. An initial permit search indicated that there is one large source and one major source within a 1,000-foot radius of the Project Area: CBS Broadcasting, Inc. at 524 West 57th Street (DEC Facility ID 2-6202-01636), which has a state facility permit, and Con Ed - 59th Street Station at 850 12th Avenue (Permit ID 2-6202-00032/00013), which has a Title V permit. Should further investigation of the permits indicate the need for a detailed air quality analysis, an analysis will be conducted using the AERMOD model to assess impact on the proposed buildings.

Task 12: Greenhouse Gas Emissions and Climate Change

Development under the Proposed Actions would exceed the 350,000-square-foot threshold for greenhouse gas emissions assessment in the *CEQR Technical Manual*. Therefore, GHG emissions generated by project operations and project-related mobile sources will be quantified, and an assessment of the project's energy consumption and consistency with the City's established GHG reduction goal will be performed as part of the EIS. GHG emissions from construction will be assessed qualitatively. The chapter will discuss construction mitigation measures that reduce GHG emissions. Climate change resilience will be addressed as part of **Task 2: Land Use, Zoning and Public Policy** through an analysis of the Proposed Actions' consistency with Policy 6.2 of the City's Waterfront Revitalization Program.

Task 13: Noise

Per the *CEQR Technical Manual*, a noise analysis is appropriate if an action would generate mobile or stationary sources of noise or would be located in an area with high ambient noise levels. Mobile sources include vehicular traffic; stationary sources include playgrounds, rooftop equipment, such as emergency generators, cooling towers, and other mechanical equipment.

The noise analysis will consist of several components, as described below.

Mobile Sources

A mobile source noise screening assessment will be conducted to determine if there is the potential for vehicular traffic generated by the Proposed Actions to result in a significant noise impact. Noise passenger car equivalent (PCE) values will be calculated for the existing, No-Action, and With-Action conditions at selected intersections based on the Transportation analysis described above. The analysis will follow the requirements of Section 332.1 of the *CEQR Technical Manual*.

If the mobile source screening determines that existing noise PCE values would be increased by 100 percent or more due to the Proposed Actions (which is equivalent to an increase of 3 dB[A] or more), a detailed analysis will be undertaken using the Federal Highway Administration's Traffic Noise Model or Cadna-A noise prediction software. The model results would be used to evaluate the potential for noise impacts and to analyze noise mitigation measures as appropriate.

Ambient Noise Monitoring (Existing Conditions)

Noise measurements will be taken at representative locations to characterize existing noise conditions in the study area. This will include locations representative of the new receptors that would be introduced by the Proposed Actions and locations representative of receptors where the vehicle trips generated by the Proposed Actions would have the greatest potential to significantly increase ambient sound levels. In accordance with the *CEQR Technical Manual*, ambient noise measurements will be conducted for 20 minutes for the area where the roadway noise is the predominant noise source. An extra noise meter would be placed facing Twelfth Avenue/NY 9A to document the hourly noise level for 24 hours to understand the noise levels for peak and non-peak periods. The 24-hour noise monitoring capture conditions with high traffic volumes and low travel speeds as well as regular traffic volumes with vehicles traveling at the posted speed limit; the 24-hour noise monitoring will also capture the effects on ambient noise levels at the Project Area due to the nearby ferry routes to the west and the DSNY facility to the north.

In conjunction with the transportation analysis, noise monitoring will be conducted during the weekday morning, midday, afternoon, and Saturday midday peak periods. Spot traffic counts will be conducted during the sound measurements to allow the prediction of sound levels associated with the existing, No-Action, and With-Action traffic conditions analyzed in the transportation analysis.

Building Attenuation Analysis

Building sound attenuation requirements will be evaluated to maintain acceptable interior noise conditions based on the ambient noise monitoring and impact assessment results. A summary table of window-wall attenuation requirements will be developed for each building location within the development sites in accordance with CEQR acceptable interior noise level requirements. If warranted, requirements will be established as part of the Proposed Projects to ensure that appropriate measures are implemented to achieve the identified attenuation requirements.

Task 14: Public Health

According to the *CEQR Technical Manual*, public health is the organized effort of society to protect and improve the health and well-being of the population through monitoring; assessment and surveillance; health promotion; prevention of disease, injury, disorder, disability and premature death; and reducing inequalities in health status. The goal of CEQR with respect to public health is to

determine whether adverse impacts on public health may occur as a result of a proposed project, and if so, to identify measures to mitigate such effects. According to the guidelines of the *CEQR Technical Manual*, a public health assessment may be warranted if an unmitigated significant adverse impact is identified in other CEQR analysis areas, such as air quality, water quality, hazardous materials, or noise. For the Proposed Actions, a preliminary public health assessment will be conducted that will consist of a summary of the project's potential to result in unmitigated significant adverse impacts in the areas of air quality, water quality, hazardous materials, and noise. If unmitigated significant adverse impacts are identified in any of these technical areas and the lead agency determines that a public health assessment is warranted, a detailed analysis will be provided for the specific technical area or areas.

Task 15: Neighborhood Character

The character of a neighborhood is the result of a combination of various contributing elements, including land use patterns, the scale of its development, the design of its buildings, the presence of notable landmarks, and a variety of other physical features that include traffic and pedestrian patterns and noise. This chapter of the EIS will use information from other EIS chapters to assess whether any identified significant adverse impacts in the areas of land use, zoning, and public policy; socioeconomic conditions; open space; historic and cultural resources; urban design and visual resources; shadows; transportation; or noise would have the potential to affect neighborhood character.

Based on an evaluation of impacts resulting from the Proposed Actions, in accordance with the above-mentioned impact areas, an assessment of neighborhood character will be prepared following *CEQR Technical Manual* methodologies. This analysis will consist of describing the predominant factors that contribute to defining the character of the neighborhood within the study area for **Task 2: Land Use, Zoning and Public Policy**, summarizing changes in the character of the neighborhood that can be expected in the future No-Action condition, and evaluating the Proposed Actions' potential to affect the defining features of the neighborhood. If it is determined that the potential exists for the project to affect such features, a detailed assessment would be conducted. This assessment would involve gathering information through field visits, photographs, and other methods and predicting how the project would affect the key elements that define the study area's character.

Task 16: Construction

Construction impacts, though temporary, can have a disruptive and noticeable effect on the adjacent community, as well as people passing through the area. The EIS will present the overall construction duration and a projected construction schedule for the Proposed ~~Project~~Projects to determine the sequencing of construction stages as currently anticipated and the peak period for each phase of construction and provide information on the entities with governmental oversight for various aspects of construction. The EIS will discuss any New York City regulations on construction practices, including information on how ~~New York City regulates~~ construction hours ~~will be included in this chapter~~are regulated. Due to the size of the development, the construction of new buildings, and the length of the construction period (i.e., over two years), a detailed construction analysis will be required. Quantitative assessments will be prepared for transportation, air quality, and noise, as described below. Consistent with CEQR, the analysis will also assess the potential for construction-related activities to affect land use, ~~neighborhood character, open space, historic and cultural~~

~~resources, and hazardous materials.~~ socioeconomic conditions, community facilities, neighborhood character, open space, historic and cultural resources, natural resources, hazardous materials, and water and sewer infrastructure. Study areas for each of these categories will focus on the uses immediately bordering the development sites. Baseline data used in each of these categories is expected to be generally the same as those used in conducting impact analyses for the With-Action condition in the specific technical areas. If any ongoing and/or anticipated construction activities within the vicinity of the development sites are expected to overlap with the construction of the Proposed Projects, their potential effects on the construction activities of the Proposed Projects will be addressed.

Transportation

The construction transportation analysis assesses the potential for construction activities to result in significant adverse effects to traffic, transit (e.g., subway and bus), pedestrian elements (i.e., sidewalks, corners, and crosswalks), and parking conditions. The first step of the transportation assessment will be to develop the volume of traffic during peak hours that would be generated during the peak quarter (i.e., three-month period) of construction activity. This would include both construction worker trips made by auto and the volume of delivery trucks to and from the construction sites.

Once construction period trips are quantified, they will be assigned to the roadway network, and an assessment of their effects on the roadway network will be prepared. If the applicable CEQR threshold levels are exceeded, a quantitative analysis of traffic conditions will be conducted. The Construction Traffic section will also describe whether curb parking lane closures or sidewalk closures are expected and estimate the number of construction workers likely to drive to the construction sites, the number of parking spaces needed, and the availability of on-site parking to accommodate the construction parking demand.

Air Quality

The construction air quality section will evaluate impacts from on-site construction emissions and off-site mobile source emissions that result from construction equipment, delivery trucks, fugitive dust, and worker vehicles.

Construction Air Quality Protocol

Construction air quality analysis procedures will be summarized in a construction air quality protocol, which will be reviewed by the lead agency. This protocol will include the emission intensity analysis as described below. The construction air quality analysis will be conducted using the approach approved by the lead agency.

Emission Intensity Analysis

An emission intensity analysis for on-site construction of the Proposed Projects will be conducted. Information about construction logistics, schedule, equipment, deliveries, and fugitive dust sources will be obtained in order to estimate daily average $PM_{2.5}$ emissions for each month for the entire duration of construction by phase. This emission intensity analysis will be used to determine the construction phase and period (month and year) with the highest potential for air quality impacts. Based on the results of the emission intensity analysis and the locations of the closest sensitive

receptors (including ~~existing, No-Action,~~locations that would be publicly accessible; residential and ~~Proposed~~other sensitive uses at both ground-level and elevated locations (e.g., residential windows); adjacent sidewalk locations; publicly accessible open spaces; and completed and occupied buildings within the Project ~~buildings~~Area, where applicable), a detailed dispersion analysis of construction sources, as described below, may be undertaken following the *CEQR Technical Manual* if it is determined to be warranted through consultation with the lead agency.

Detailed Dispersion Analysis

Air quality pollutant (CO, PM_{10}, $PM_{2.5}$, and NO_2) concentrations from construction activities at the development sites will be predicted for each analysis receptor for the representative worst-case construction phase. Air pollutant sources include combustion exhaust associated with non-road construction equipment engines, trucks operating on-site, construction-generated traffic on local roadways, and ~~onsite~~on-site activities that generate fugitive dust (e.g., excavation, demolition). Best management practices (BMPs) and best available technologies (BATs) for emission control, which would be implemented by the Proposed Projects to reduce air pollutant emissions associated with the project's construction activities, will be described and evaluated. The potential for significant impacts will be determined by comparing predicted total concentrations to the NAAQS or applicable CEQR *de minimis* thresholds. Based on the results, possible mitigation strategies, including BMPs and BATs for emission control will be evaluated and described to reduce air pollutant emissions associated with the project's construction activities.

Off-Site Mobile Source Analysis

A CEQR mobile source screening analysis will be conducted to determine the need for an off-site microscale intersection analysis under construction. If such an analysis is needed, a detailed microscale analysis using the EPA MOVES and AERMOD emissions and dispersion models will be completed.

Noise

Estimates will be made of construction noise from on-site stationary construction equipment and construction-related vehicles, including worker trips and material handling trips on adjacent roadways. Ambient sound monitoring would be conducted during the early morning period (6-7 AM) when there is the greatest potential for increases in noise due to mobile construction sources. If necessary, the Cadna-A model will be used to calculate the existing noise level at receptors**.**

Stationary and mobile construction noise levels would be predicted at nearby sensitive receptors ~~and at the Development Site itself,~~(including buildings or façades of a building with residential, commercial office, community facility, or open space uses), including existing buildings that will continue to operate during construction, and new noise-sensitive uses that would be introduced before/during construction. A map of construction noise receptor locations will be included in the EIS, along with a table detailing the addresses, block and lots information, and land uses of the receptors. Cadna-A sound prediction software, which accounts for the type of equipment used, the usage factors, and distances from source to receptor and acoustic shielding from intervening buildings, would be used for the analysis. Construction noise from stationary sources would be evaluated according to requirements outlined in the New York City Noise Control Code. Construction noise mitigation recommendations would be developed, as needed, in accordance with CEQR and New York City Noise Control Code requirements.

Task 17: Mitigation

If significant adverse project impacts are identified, measures to mitigate those impacts will be described where feasible. These measures will be developed and coordinated with the responsible City/State agencies as necessary. In the event that one or more significant adverse impacts cannot be mitigated, the reason that mitigation is not practicable will be discussed and these impacts will be described as unavoidable adverse impacts.

Task 18: Alternatives

SEQRA requires that alternatives to the Proposed ~~Project~~Projects be identified and evaluated in an EIS so that the decision-maker may consider whether alternatives exist that would minimize or avoid adverse environmental effects while achieving the goals and objectives of the Proposed ~~Project~~Projects. The selection of alternatives is determined by taking into account the nature of the specific project, its stated purpose and need, potential impacts, and the feasibility of potential alternatives. Consistent with SEQRA/CEQR, a No-Action Alternative will be considered. In addition, if any significant, unmitigated, adverse impacts are identified, a No Unmitigated Significant Adverse Impact Alternative will be considered, which includes an assessment of a project that would result in no unmitigated impacts. ~~Additional alternatives to~~No Special Permit Alternative will also be included; this alternative will assess developments without the proposed ~~Project may also be considered once the Proposed Project's impacts have been identified.~~transfer of development rights from Hudson River Park. The alternatives analysis will be qualitative, except where significant adverse impacts of the Proposed Projects have been identified ~~for the Proposed Project~~.

Task 19: Effects on Disadvantaged Communities

Section 8-0109(2)(k) of the New York State Environmental Conservation Law, which became effective on December 30, 2024, requires that an EIS include a statement of the effects of a proposed action on disadvantaged communities (DACs), including whether the action may cause or increase a disproportionate pollution burden. An assessment of the effects on DACs is warranted if a project site is located within, or within 0.5-miles of, an identified disadvantaged community. The development sites are within an identified DAC area; as such, an assessment of the effects of the Proposed Actions on DACs is warranted and will be included in the EIS. This assessment of effects on DACs considers the impacts of the various technical areas that were identified using *CEQR Technical Manual* guidance.

Task 20: Project Permutations

Where significant adverse impacts and mitigation needs have been identified under the cumulative impact analysis of the two projects, further detail will be provided to identify the mitigation requirements for each project. In order to understand how the cumulative impacts of the Proposed Projects might change if one of the two projects is delayed indefinitely or ultimately not pursued, the EIS will also provide an analysis of such permutations in a separate chapter. The analysis will be limited to evaluating specific locations or facilities for which impacts and mitigation needs have been identified under the cumulative impact analysis of both projects. The assessments for the relevant technical areas will be targeted to focus on those impacts.

Task ~~20~~21: EIS Summary Chapters

In accordance with CEQR guidelines, the EIS will include the following summary chapters, where appropriate to the Proposed ~~Action~~Actions:

- **Executive Summary**: The executive summary will use relevant material from the body of the EIS to describe the Proposed Actions, their environmental impacts, measures to mitigate those impacts, and alternatives to the Proposed Actions. As described in the *CEQR Technical Manual,* it will contain:
  - A brief project description;
  - A summary and list of each action;
  - The analysis areas examined in the EIS; and
  - The analysis areas eliminated in the EIS for further study, and the reasons why.
  - A summary of the significant adverse impacts, if any;
  - A summary of the mitigation measures, if any, to reduce or eliminate any significant adverse impacts;
  - Any important trade-offs identified in the other summary chapters;
  - A summary of the unavoidable adverse impacts, if any;
  - A short discussion of alternatives;
- **Unavoidable Adverse Impacts**: This chapter will summarize any significant adverse impacts that are unavoidable if the Proposed Actions are implemented regardless of the mitigation employed (or if mitigation is not feasible).
- **Growth-Inducing Aspects of the Proposed ~~Action~~Actions**: This chapter will summarize the "secondary" impacts of the Proposed Actions that trigger further development.
- **Irreversible and Irretrievable Commitments of Resources:** This chapter will summarize the Proposed Actions, Proposed ~~Project~~Projects, and potential impacts in terms of the loss of environmental resources (use of fossil fuels and materials for construction, etc.), both in the immediate future and in the long term.

Appendix A: Operational Air Quality Analysis Protocol

Memorandum

To: New York City Department of City Planning

Date: August 19, 2024

Cc:

Project #: 22359.00

From: VHB

Re: 629 W 54th Street
EIS Operational Air Quality Analysis Protocol

Proposed EIS Operational Air Quality Analysis Protocol

Introduction

This memorandum provides a protocol for the EIS operational Air Quality analysis for the 629 W 54th Street and 801 Eleventh Avenue Rezonings project. Specifically, the memorandum addresses the assumptions and methodology regarding the Air Quality analysis. VHB is requesting that the New York City Department of City Planning (NYCDCP) review the proposed methodology below and provide feedback and/or concurrence with the proposal.

Project Overview

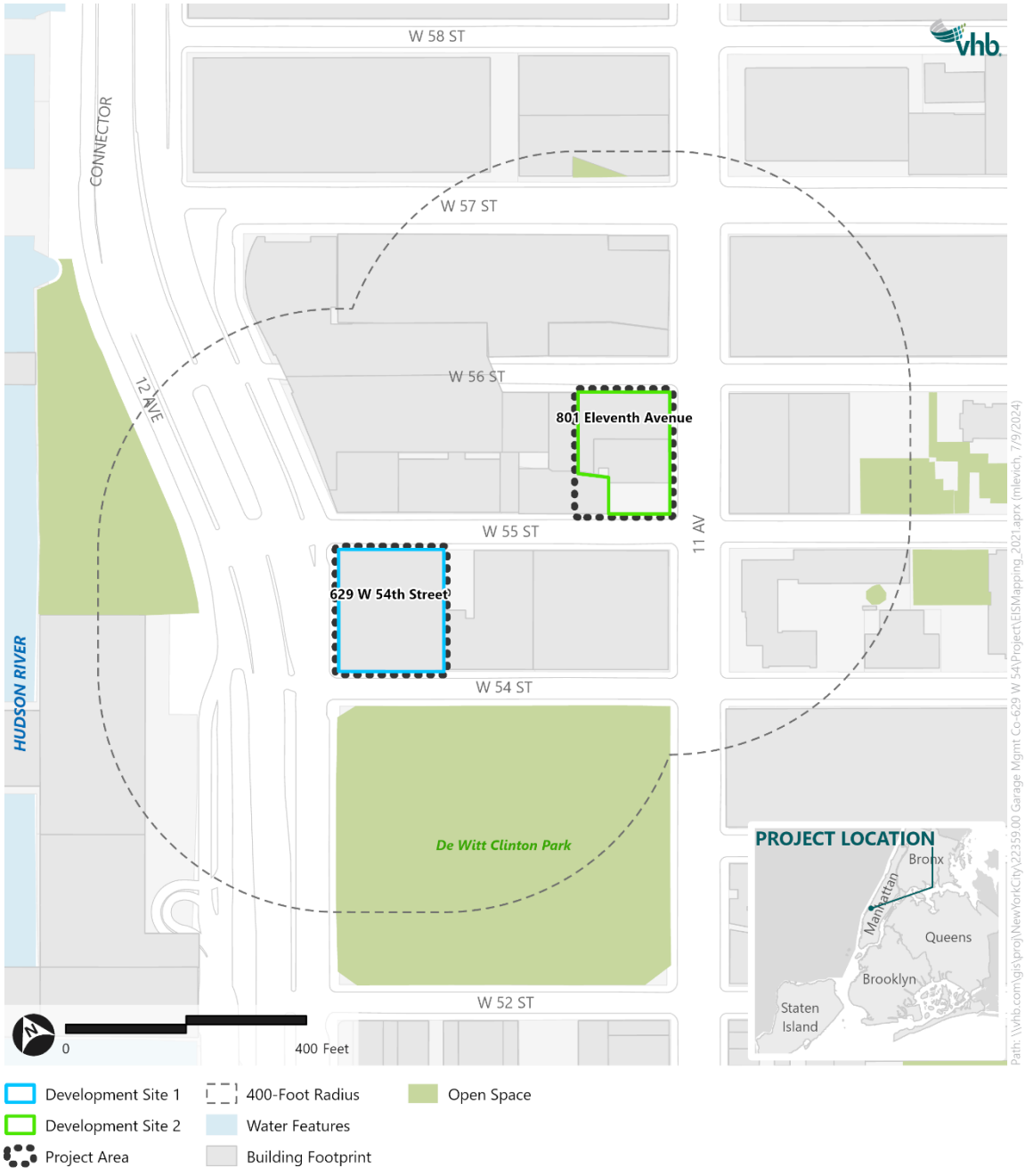
The Proposed Actions would affect the Rezoning Area, which comprises (i) the portion of Manhattan Block 1102 bounded by Twelfth Avenue (also known as Henry Hudson Parkway or U.S. 9A) to the west, West 55th Street to the north, West 54th Street to the south, and a line parallel to and 175 feet east of Twelfth Avenue to the east (the "Project Area Southern Portion"), and (ii) the portion of Manhattan Block 1103 bounded by Eleventh Avenue to the east, West 56th Street to the north, West 55th Street to the south, and a line parallel to and 150 feet west of Eleventh Avenue to the west (the "Project Area Northern Portion"). The Rezoning Area is in the Hell's Kitchen neighborhood of Manhattan Community District 4 and is entirely within the New York City Coastal Zone.

The "Project Area" is coterminous with the boundaries of the Rezoning Area. Within the Project Area, there are two development sites—(1) the property at 629 W 54th Street (Manhattan Block 1102, Lot 11, a.k.a. 629 W 54th Street) owned by 760 12th LLC ("Development Site 1") and (2) the property at 801 Eleventh Avenue (Manhattan Block 1103, Lot 36) owned by 801 11th Ave., LLC ("Development Site 2" – see **Figure 1**).

As shown in **Figure 1**, Development Site 1 occupies the western portion of Block 1102 and has approximately 201 feet of frontage along Twelfth Avenue and 175 feet of frontage along West 54th and West 55th Streets. Development Site 1 has a total lot area of 35,145.25 square feet (sf). It is improved with a six-story, 82-foot-tall commercial car dealership building with a total built area of approximately 152,375 gross square feet (gsf). The building was constructed in 1930. Development Site 1 is mapped within a M2-4 district within the C2 Subdistrict of the Special Clinton District (CL).

Memorandum

Figure 1 **Existing Conditions and Surrounding Uses**



Source: NYC DCP, MapPLUTO

Memorandum

Development Site 2 occupies the eastern portion of Block 1103 (see **Figure 1**) and has approximately 201 feet of frontage along Eleventh Avenue, 100 feet of frontage along West 55th Street, and 150 feet of frontage along West 56th Street. Development Site 2 has a total lot area of approximately 26,830 sf, and is occupied by two buildings that have been operated as a single commercial car dealership, including a two-story, roughly 50-foot-tall building and a three-story, roughly 35-foot-tall building, with a total built area of approximately 57,805 gsf. The buildings were constructed in 1920, and the northern building was enlarged in 2011. Development Site 2 is mapped in a M2-3 district within the C1 Subdistrict of the Special Clinton District (CL).

The Applicants intend to construct two buildings: a 44-story, mixed-use residential and commercial building on Development Site 1 and a 38-story, mixed-use residential and commercial building on Development Site 2 (collectively, the "Proposed Projects"). The building on Development Site 1 would contain up to approximately 617 dwelling units (DUs) and 113,990 gsf of commercial car dealership space. The building on Development Site 2 would contain 477 DUs and 85,760 gsf of commercial car dealership space.

The proposed building on Development Site 1 would rise to a roof height of 525 feet with a maximum height of up to 565 feet including a 40-foot mechanical bulkhead. The maximum base height would be 182 feet along West 54th Street and West 55th Street, after which a 10-foot setback from West 54th Street and a 15-foot setback from West 55th Street would be provided before reaching the maximum building height. The maximum base height along Twelfth Avenue would be 68 feet. The commercial use would occupy the first through third floors, and the residential use would occupy the fourth through 42nd floors.

The proposed building on Development Site 2 would rise to a roof height of 485 feet with a maximum height of up to 525 feet including a 40-foot mechanical bulkhead. The maximum base height would be 120 feet, after which a 10-foot setback from Eleventh Avenue and 15-foot setbacks from West 55th Street and West 56th Street would be provided before reaching the maximum building height. The commercial use would occupy the first through third floors and the residential use would occupy the fourth through 38th floors.

In total, the Proposed Projects would contain approximately 1,179,321 gsf (892,442 zsf), including approximately 939,934 gsf (744,400 zsf) of residential floor area and 199,750 gsf (148,042 zsf) of commercial floor area across the two development sites (including 2,728 gsf of loading berth area for the proposed building on Development Site 1, and 1,471 gsf of loading berth area for the proposed building on Development Site 2). The proposed building on Development Site 1 would also contain approximately 20,674 gsf of mechanical floors and bulkhead, and the proposed building on Development Site 2 would contain 18,964 gsf of mechanical floors and bulkhead. The Proposed Projects would provide up to approximately 1,094 DUs, including a total of approximately 274 to 328 permanently affordable housing units pursuant to applicable requirements of the City's MIH program. The Proposed Projects would not include any accessory parking.

Given the range of programs that could result from the Proposed Actions, two reasonable worst-case development scenarios will be assessed to ensure conservative analyses:

- Maximum Commercial Scenario. In the Maximum Commercial Scenario, the Applicants would develop the Proposed Projects, but a modified mix of commercial uses is analyzed to ensure a conservative analysis. While the Proposed Projects would have auto dealership uses on floors 1-3 and residential uses above, where appropriate to ensure conservative analysis for technical areas where the potential effects of commercial uses would be greater than those of residential uses, a development scenario (the Maximum Commercial Scenario) will be analyzed in which floors 1-3 of the buildings are occupied by a mix of commercial retail and office space instead of auto dealership space.

- Maximum Residential Scenario. In the Maximum Residential Scenario, the Applicants would maximize the residential development potential of the development sites. The buildings would have additional residential floor area in the building base, rather than commercial use. The Maximum Residential Scenario will be analyzed in technical areas where increased residential density has the potential to produce more significant effects than the Maximum Commercial Scenario.

A single maximum building envelope (Maximum Envelope) will encompass both development scenarios for each Development Site. These Maximum Envelopes will be analyzed as the RWCDS for each building's bulk, height, and massing.

Surrounding Area Context

The area surrounding the Project Area is characterized by mid-rise, high-lot-coverage commercial and utilities buildings, high-rise residential and mixed-use development, and open space. This area is undergoing a transition from an industrial and commercial neighborhood to a residential neighborhood. Recent development in the area has consisted of high-rise residential developments such as the 42-story building at 827 Eleventh Avenue (constructed in 2015), the 38-story residential building at 601 W 57th Street (constructed in 2017), and the 43-story building at 625 W 57th Street (constructed in 2013).

Nearby commercial uses include several large luxury auto dealership buildings that feature integrated service centers, such as the Jaguar dealership at 787 Eleventh Avenue on the eastern portion of Block 1102 and the Audi dealership at 802 Eleventh Avenue directly east of Development Site 2. Apart from several office and warehouse buildings scattered throughout the area, other notable commercial uses include the CBS Broadcasting Studio at 530 W 57th Street and the concert venue known as Terminal 5 (located directly west of Development Site 2 on Block 1103, partially within the Project Area). The New York City Department of Sanitation (DSNY) operates a garage and salt storage facility located north of the Project Area; the building spans Blocks 1103 and 1104, and extends over the roadbed of W 56th Street. Located directly south of Development Site 1 along W 54th Street, DeWitt Clinton Park is a 5.83-acre public park with sports fields, handball courts, seating areas, a playground, and a dog park. A portion of the Hudson River Greenway, a linear open space along the Hudson River waterfront, is located to the west of the Project Area across Twelfth Avenue. This includes the portion of the park known as Clinton Cove.

Development Site 1 is bounded by West 55th Street (westbound, one-way street) to the north, Twelfth Avenue/NY 9A, which has a total of ten travel lanes (four through lanes and one turning lane for each direction) west of the site, and West 54th Street (eastbound one-way street) to the south.

Development Site 2 is bounded by West 56th Street (eastbound one-way street) to the north, Eleventh Avenue (southbound one-way street with four travel lanes) to the east, and West 55th Street (westbound one-way street) to the south. The Project Area is served by the Metropolitan Transportation Authority (MTA) New York City Transit (NYCT) M12 bus, which runs north along Twelfth Avenue and south along Eleventh Avenue.

Need for Air Quality Analysis

The following outline of methodology and assumptions is based on guidelines contained in Chapter 17 of the 2021 *CEQR Technical Manual*. The key issues that will be addressed in the air quality study regarding the potential impacts of the Proposed Actions are:

- The potential for significant adverse air quality impacts from increases in the number of project-generated vehicle trips on the already congested local traffic network, and the accompanying reduction in vehicular speeds;

- Potential impacts associated with the atypical source on the Proposed Projects;
- The potential for emissions from the heating, ventilation, and air conditioning (HVAC) systems of the development sites to significantly impact other development sites (project-on-project impacts);
- The potential for emissions from the HVAC systems of the development sites to significantly impact existing land uses;
- The potential for significant adverse air quality impacts on the development sites from the emissions of existing large and major emission sources located within 1,000 feet of the proposed sites; and
- The potential for significant adverse air quality impacts on the developments from air toxic emissions generated by nearby existing light manufacturing and industrial sources within 400 feet of the proposed sites.

The Proposed Projects would not introduce any parking even though the proposed car dealership space in each building will contain and store fleets of vehicles for sale. Therefore, an assessment of emissions from such a facility is not warranted.

MOBILE SOURCE ANALYSIS

Pollutants of Concern

The microscale analysis will evaluate the potential impact that the proposed rezoning will have on localized carbon monoxide (CO), and fine particulate matter less than 10 microns in diameter (PM_{10}) and less than 2.5 microns in diameter ($PM_{2.5}$) levels in the study area as a result of adding vehicles trips by proposed projected sites to currently congested intersections. Selected sites will be analyzed based on the worst proposed scenario.

Dispersion and Emissions Modeling for Microscale Analyses

Dispersion Modeling

The CO, PM_{10} and $PM_{2.5}$ mobile source analysis will be conducted using the EPA AERMOD model at all intersections identified.

Five years (2017-2021) of meteorological data from LaGuardia Airport and concurrent upper air data from Brookhaven, New York will be used in the modeling. Off-peak traffic volumes will be determined by adjusting the peak period volumes by the 24-hour distributions of actual vehicle counts collected at appropriate locations.

Multiple receptors will be modeled at each of the selected sites; receptors will be placed along approach and departure links at spaced intervals at a pedestrian height of 1.8 meters. Based on the City's guidance for neighborhood-scale corridor $PM_{2.5}$ annual impact analysis modeling, receptors in that analysis will be placed at a distance of 15 meters from the nearest moving lane at each analysis location.

Emission Factors

Vehicular cruise and idle CO and PM emission factors used in the dispersion modeling will be computed using EPA's mobile source emissions model, Motor Vehicle Emission Simulator, or MOVES4. This emissions model is capable of calculating engine emission and brake/tire wear for various vehicle types, based on the fuel type (gasoline, diesel, or natural gas), meteorological conditions, vehicle speeds, vehicle age, roadway types, number of starts per day, engine soak time, and various other factors that influence emissions, such as inspection maintenance programs. Project

specific traffic data obtained through field studies as well as county-specific hourly temperature and relative humidity data obtained from the New York State Department of Environmental Conservation (NYSDEC) will be used.

Suspension of fugitive road dust, $PM_{2.5}$ and PM_{10}, in the air from vehicular traffic will be analyzed in the local microscale analysis. However, since the New York City Department of Environmental Protection (NYCDEP) does not consider fugitive road dust to have a significant contribution on a neighborhood scale, fugitive road dust will not be included in the neighborhood scale $PM_{2.5}$ annual impact analyses. Road dust emission factors will be calculated according to the latest procedure delineated by EPA1 and the *CEQR Technical Manual*.

If maximum $PM_{2.5}$ concentrations result in a potential impact, a more detailed analysis would be undertaken. Seasonal and off-peak emissions factors can be prepared using additional runs of the MOVES model to capture the effect of temperature differences as well as changing vehicular classification mixes in off peak hours. If further analysis is necessary, the potential for additional and/or more detailed traffic data to be used within the air quality analysis, or the use of traffic mitigation measures, will be discussed with NYCDCP.

Analysis Locations

Based on a preliminary review of the study area roadway configuration and traffic patterns for the No-Action and With-Action conditions, it is anticipated that projected vehicle trips generated by the Proposed Actions may exceed the CO threshold of 140 vehicles in a peak hour in at least one intersection within the study area. For PM_{10} and $PM_{2.5}$, the screening procedure outlined in the *CEQR Technical Manual* is based on determining whether the projected number of vehicle trips at an intersection exceeds thresholds of heavy-duty diesel vehicle (HDDV) equivalents. The thresholds are as follow:

- 12 or more HDDV for paved roads with average daily traffic fewer than 5,000 vehicles;
- 19 or more HDDV for collector roads;
- 23 or more HDDV for principal and minor arterials; or
- 23 or more HDDV for expressways and limited access roads.

To determine whether any of these thresholds are exceeded, the worksheet referenced in Section 201 of Chapter 17 of the *CEQR Technical Manual* will be utilized to calculate the equivalent number of HDDV equivalents at intersections in the traffic study area. The worksheet uses vehicle classification information based on the traffic data collected for the project and assigns these classifications to vehicle categories using a table referenced in the *CEQR Technical Manual*. Roadway classifications will be determined by corridor at each intersection, based on NYCDOT functional class criteria and With-Action traffic volumes.

If any intersection is determined to exceed the CO and/or PM mobile source screening thresholds, it will be considered for analysis. Selection of a specific intersection for detailed analysis will depend on the baseline and future No-Action traffic conditions (volumes and LOS) along with the projected vehicular trip generation and assignments under the Proposed Actions. The selected intersection will be submitted for review and approval to NYCDCP. If additional intersections warrant analysis, justification for their inclusion will be provided to NYCDCP for review and

[1] EPA, Compilations of Air Pollutant Emission Factors AP-42, Fifth Edition, Volume I: Stationary Point and Area Sources, Ch. 13.2.1, NC, http://www.epa.gov/ttn/chief/ap42, January 2011.

approval; however, based on preliminary review of the study area, it is anticipated that one (1) "worst case" intersection as defined by the criteria described above will be analyzed for CO, $PM_{2.5}$ and PM_{10}.

Analysis Year

The analysis would be performed for 2029, the year by which the Proposed Projects are likely to be completed. The future analysis would be performed both without the Proposed Actions (the No-Action condition) and with the Proposed Actions (the With-Action condition) in order to quantify the air pollutant concentration increase caused by the Proposed Actions.

Background Concentrations

The background concentrations that would be used in the mobile source analysis are concentrations recorded at a monitoring station representative of the county or from the nearest available monitoring station and in the statistical format of the NAAQS. These represent the most recent 3-year average for 24-hour average $PM_{2.5}$, the highest 24-hour average concentrations from the three most recent years of data available for PM_{10} and the highest 1-hour and 8-hour concentrations from the five most recent years of data available for CO.

Atypical Source Analysis

Per the 2021 *CEQR Technical Manual*, an analysis is warranted for projects that would result in the placement of sensitive uses/air intakes within 200 feet of an "atypical" source of vehicle emissions, such as elevated roadways. As the Project Area is directly adjacent to the NY 9A, an Atypical Source analysis will be performed for Development Site 1.

Peak hour traffic volumes on the NY 9A will be estimated based on the annual average daily traffic volumes published by the New York State Department of Transportation (NYSDOT). Annual background growth rates consistent with guidance in the *CEQR Technical Manual* will be used to project traffic volumes in the 2029 Analysis Year. The analysis will be performed using MOVES4 emission factors and the area source option in the AERMOD model. Receptors will be modeled along the facades of the proposed buildings and at the proposed open space areas. The predicted CO, $PM_{2.5}$, and PM_{10} concentrations will be compared to the NAAQS.

STATIONARY SOURCE ANALYSIS

Heating, Ventilation, and Air Conditioning (HVAC) Systems

Projected and Potential Development Sites

The potential for emissions from the HVAC systems of individual development sites to result in significant impact on existing land uses (project on existing impacts) and on other projected development sites (project-on-project impacts) will be evaluated utilizing a stepped analysis procedure:

1. Impacts would be initially analyzed using the *CEQR Technical Manual's* nomographic screening procedures assuming the use of No. 2 fuel oil.
2. If the No. 2 fuel oil screening fails, the nomographic screening procedure will be utilized assuming a cleaner burning fuel (natural gas).

3. If the nomographic screening results fail with natural gas, a detailed analysis will be conducted utilizing the EPA AERMOD model.
4. In the event that violations of standards are still predicted using the detailed AERMOD analysis, an air quality E-designation would be proposed for the site, providing the fuel and/or HVAC exhaust stack restrictions that would be required to avoid a significant adverse air quality impact. Cleaner low NOx gas burners with emissions concentrations of no more than 30 parts per million (PPM) will be considered, if necessary.

For the assessments, the nearest existing building and/or future development site of a similar or greater height will be analyzed as the potential receptor. Since information on the HVAC systems' design is not available, it will be assumed that exhaust stacks would be located three feet above roof height and are assumed to be located 10 feet from the wall of the nearby taller building. Where exceedances of thresholds are predicted to occur under this scenario, additional iterations of the analysis are conducted utilizing subsequent setback distances from the wall of the nearby building. Once the maximum distance is reached (i.e., the edge of the subject rooftop directly opposite the nearby building property line), then the analysis is run assuming interval increases in stack height. Building receptors will be located on every floor and spaced 25 feet (horizontally).

Emission Estimation

For conservative analysis purposes, the two RWCDS scenarios described above (i.e., the Maximum Residential Scenarios and the Maximum Commercial Scenarios) will be evaluated to determine which scenario will represent the worst-case scenario in terms of potential air quality impacts due to HVAC systems. The estimate of emissions from the HVAC systems will be made based on the identified worst-case scenario, type of fuel used, and fuel consumption rates provided in the Air Quality Appendix of the 2021 *CEQR Technical Manual* shown below:

- For residential developments, 0.38 gal/ft^2-year No. 2 fuel oil or its heat content equivalence of natural gas; and
- For commercial developments, 0.30 gal /ft^2-year No. 2 fuel oil or its heat content equivalence of natural gas.

Short-term factors will be determined by using peak hourly fuel consumption estimates for heating, hot water, and cooling systems.

Emission factors for each fuel would be obtained from the EPA Compilation of Air Pollutant Emission Factors, AP-42, Fifth Edition, Volume I: Stationary Point and Area Sources.

Large and Major Sources

A review of NYSDEC Title V permits and the EPA Envirofacts database was performed to identify any federal or state-permitted facilities. Existing major and large sources of emissions (i.e., sources having a Title V or New York State Facility Air Permit) within 1,000 feet of the development sites were identified. One facility with a Title V Air Permit was identified: CON ED-59th Street Station (DEC ID 2620200032), and a New York State Air Permit was identified: CBS Broadcasting, Inc (DEC ID 2620201636).

An analysis of these sources will be performed to assess their potential effects on the projected development sites. Predicted criteria pollutant concentrations will be predicted using the EPA AERMOD model compared with NAAQS for NO_2, SO_2, $PM_{2.5}$ and PM_{10}. In the event that an exceedance of a standard is predicted, potential mitigation measures to avoid or minimize air quality impacts will be investigated.

Memorandum

Industrial Source Analysis

VHB has identified potential process and light manufacturing sources that are located within the 400-foot radius of the Project Area. As shown in **Table 1**, 20 industrial source permits have been identified. VHB will review the DEP permit data received to determine which industrial sources are within 400 feet of one or both of the projected development sites. Any industrial sources beyond 400 feet of the projected development sites will be excluded from the analysis.

Once industrial source locations are confirmed to be within 400 feet of future development sites, a field survey will be performed to confirm the operational status of the sites identified in the permit search, and to identify if any additional sites may have sources of emissions that would warrant an analysis. If any such sources are identified, further consultation will be made with NYCDCP to determine specific generic procedures for estimating emissions from these sources.

Table 1 Industrial Source Permits

Permit No	Block	Lot	Address
PR007518_ No2Fuel	1102	18	619 W 54th Street
PR031719_ No2Fuel	1102	18	619 W 54th Street
PA040498_ No2Fuel	1109	100	755 Twelfth Avenue
PA040598_ No2Fuel	1109	100	755 Twelfth Avenue
PA040698_ No2Fuel	1109	100	755 Twelfth Avenue
PA040798_ No2Fuel	1109	100	755 Twelfth Avenue
PR015020_ No2Fuel	1109	100	755 Twelfth Avenue
PR015120_ No2Fuel	1109	100	755 Twelfth Avenue
PW000420_EngineGenerators	1109	100	755 Twelfth Avenue
PR019516_ NaturalGas	1082	7501	770 Eleventh Avenue
PR026622_ No2Fuel	1083	1	790 Eleventh Avenue
PA040198_ No2Fuel	1085	1	530 W 57th Street
PA078088_ No2Fuel	1085	1	530 W 57th Street
PA078188_ No2Fuel	1085	1	530 W 57th Street
PA078288_ No2Fuel	1085	1	530 W 57th Street
PA078388_ No2Fuel	1085	1	530 W 57th Street
PB001113_ IndustrialSpraybooth	1085	1	530 W 57th Street
PB036208_unknown	1103	39	610 W 56th Street
PR032317_ NaturalGas	1104	31	606 W 57th Street
PB498303 _unknown	1105	29	601 W 57th Street

Cumulative analyses for each toxic pollutant from these light industrial facilities will be conducted from all sources. NYSDEC DAR-1 Annual Guideline Concentration (AGC) and Short-term Guideline Concentration (SGC) will be used as the thresholds to determine impact significance. If an initial screening assessment predicts exceedances of an AGC or

SGC, a refined modeling analysis using the AERMOD model will be performed in association with the five-year meteorological data to determine if significant air quality impacts on the projected and potential development sites would result from existing sources.

Potential health risk caused by multiple air contaminants will be determined based on the EPA's Hazard Index Approach for non-carcinogenic compounds and using the EPA's Unit Risk Factors for carcinogenic compounds. Both methods are based on equations that use EPA health risk information (established for individual compounds with known health effects) to determine the level of health risk posed by specific ambient concentrations of that compound. The derived values of health risk are additive and can be used to determine the total risk posed by multiple air contaminants.

Appendix B: Operational Noise Analysis Protocol

Memorandum

To: New York City Department of City Planning

Date: Jun 28, 2024

Cc:

Project #: 22359.00

From: Jason Huang and Chris Bajdek

Re: DeWitt Clinton Park North
EIS Operational Noise Assessment Protocol

Proposed EIS Operational Noise Analysis Protocol

Introduction

This memorandum provides a protocol for the EIS operational noise analysis for the 629 W 54th Street and 801 Eleventh Avenue Rezonings project. Specifically, the memorandum addresses the assumptions and methodology regarding the noise assessment. VHB is requesting that the New York City Department of City Planning (NYC DCP) review the proposed methodology below and provide feedback and/or concurrence with the proposal.

Project Overview

The Applicants, 760 12th, LLC and 801 11th Ave., LLC, are seeking zoning map amendments, zoning text amendments, and zoning special permits (collectively, the Proposed Actions) to facilitate the development of two buildings (collectively, the Proposed Projects)—a 44-story, mixed-use residential and commercial building at 629 West 54th Street (Manhattan Block 1102, Lot 11) (Development Site 1) and a 38-story, mixed-use residential and commercial building at 801 Eleventh Avenue (Manhattan Block 1103, Lot 36) (Development Site 2).

The Proposed Projects would contain a total of approximately 1,179,321 gross square feet (gsf; 892,442 zoning square feet [zsf]), including approximately 939,934 gsf (743,701 zsf) of residential floor area and 199,750 gsf (148,740.6 zsf) of commercial floor area across the two development sites. The building at 629 West 54th Street would contain up to approximately 617 dwelling units (DUs) and 113,990 gsf of commercial auto dealership space. The building at 801 Eleventh Avenue would contain 477 DUs and 85,760 gsf of commercial auto dealership space.

The Proposed Actions include a zoning text amendment, a zoning map amendment, and zoning special permits to facilitate a transfer of floor area from the Granting Sites (Chelsea Piers, Piers 81/83, and Pier 98) within Hudson River Park to the development sites. In addition to the Proposed Actions, the Board of Directors of Hudson River Park Trust must approve the sale of the floor area from the Granting Sites, which requires a Signification Action process pursuant to the Hudson River Park Act.

The Proposed Actions would affect the Project Area, which comprises two non-contiguous areas:

- **The Project Area Southern Portion**: the portion of Manhattan Block 1102 bounded by Twelfth Avenue (also known as Henry Hudson Parkway or New York State Route 9A [U.S. 9A]) to the west, West 55th Street to the north, West 54th Street to the south, and a line parallel to and 175 feet east of Twelfth Avenue to the east. Within the Project Area Southern Portion sits Development Site 1, which is the property at 629 West 54th Street (Manhattan Block 1102, Lot 11, also known as 629 West 54th Street), owned by 760 12th, LLC.
- **The Project Area Northern Portion**: the portion of Manhattan Block 1103 bounded by Eleventh Avenue to the east, West 56th Street to the north, West 55th Street to the south, and a line parallel to and 150 feet west of

Eleventh Avenue to the west. Within the Project Area Northern Portion sits Development Site 2, which is the property at 801 Eleventh Avenue (Manhattan Block 1103, Lot 36), owned by 801 11th Ave., LLC.

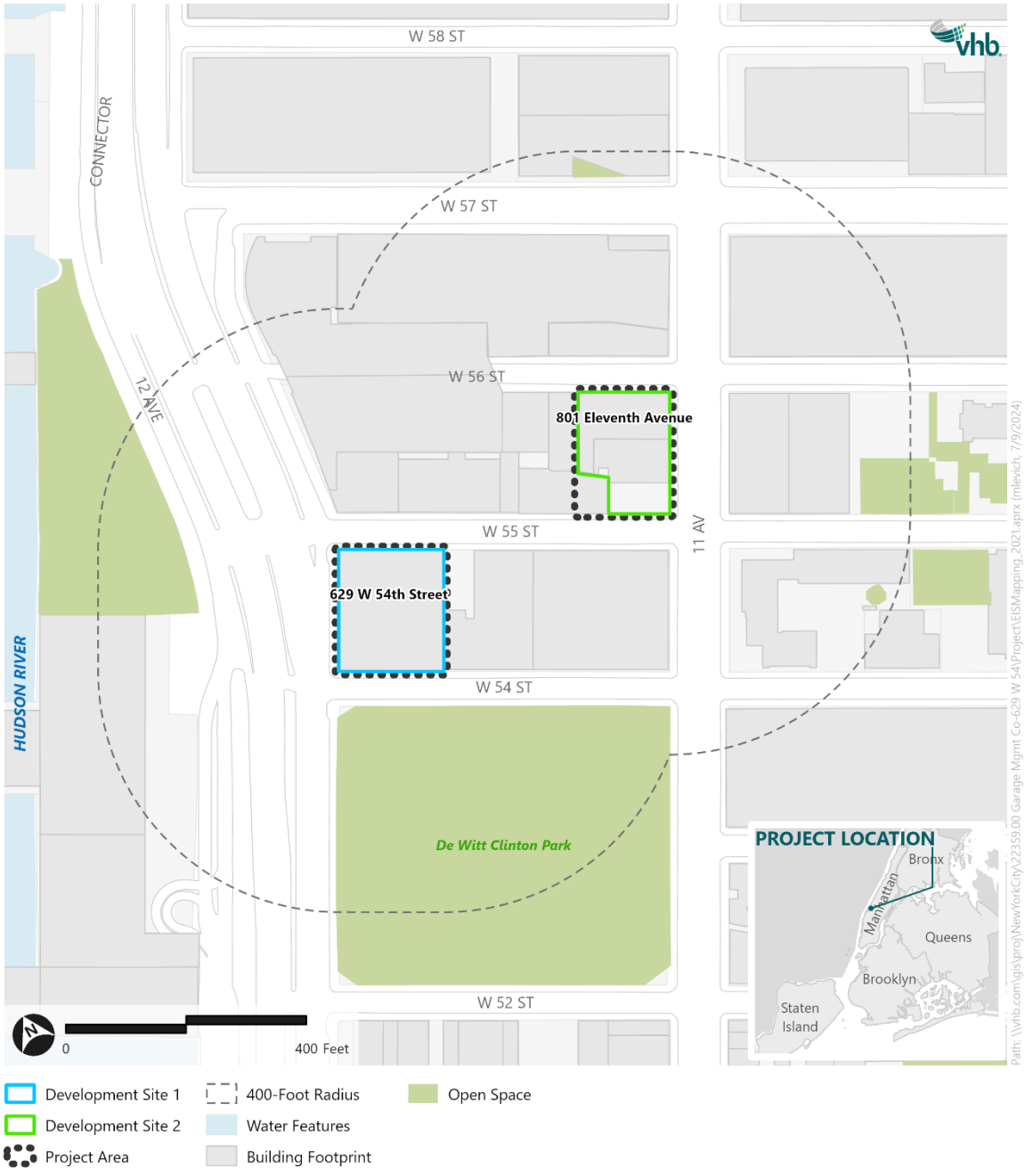
The Project Area is in the Hell's Kitchen neighborhood of Manhattan Community District 4 and is entirely within the New York City Coastal Zone. Refer to **1Photo 1Table 1Figure 1** for the location of the Project Area and development sites.

Development Site 1 occupies the western portion of Block 1102 and has approximately 201 feet of frontage along Twelfth Avenue and 175 feet of frontage along West 54th and West 55th Streets. Development Site 1 has a total lot area of 35,145.25 square feet (sf). It is improved with a six-story, 82-foot-tall commercial auto dealership building with a total built area of approximately 152,375 gsf. The building was constructed in 1930. Development Site 1 is mapped within a M2-4 district within the C2 Subdistrict of the Special Clinton District (CL).

Development Site 2 occupies the eastern portion of Block 1103 and has approximately 201 feet of frontage along Eleventh Avenue, 100 feet of frontage along West 55th Street, and 150 feet of frontage along West 56th Street. Development Site 2 has a total lot area of approximately 26,830 sf and is occupied by two buildings that have been operating as a single commercial auto dealership—including a two-story, roughly 50-foot-tall building and a three-story, roughly 35-foot-tall building—with a total built area of approximately 57,805 gsf. The buildings were constructed in 1920, and the northern building was enlarged in 2011. Development Site 2 is mapped in a M2-3 district within the C1 Subdistrict of the CL.

Memorandum

Figure 1 **Existing Conditions and Surrounding Uses**



Source: NYC DCP, MapPLUTO

Surrounding Area Context

The area surrounding the Project Area is characterized by mid-rise, high-lot-coverage commercial and utilities buildings, high-rise residential and mixed-use development, and open space. This area is undergoing a transition from an industrial and commercial neighborhood to a residential neighborhood. Recent development in the area has consisted of high-rise residential developments such as the 42-story building at 827 Eleventh Avenue (constructed in 2015), the 38-story residential building at 601 W 57th Street (constructed in 2003), and the 43-story building at 625 W 57th Street (constructed in 2013).

Nearby commercial uses include several large luxury auto dealership buildings that feature integrated service centers, such as the Jaguar dealership at 787 Eleventh Avenue on the eastern portion of Block 1102 and the Audi dealership at 802 Eleventh Avenue directly east of Development Site 2. Apart from several office and warehouse buildings scattered throughout the area, other notable commercial uses include the CBS Broadcasting Studio at 530 W 57th Street and the concert venue known as Terminal 5 (located directly west of Development Site 2 on Block 1103, partially within the Project Area). The New York City Department of Sanitation (DSNY) operates a garage and salt storage facility located north of the Project Area; the building spans Blocks 1103 and 1104, and extends over the roadbed of W 56th Street. Located directly south of Development Site 1 along W 54th Street, DeWitt Clinton Park is a 5.83-acre public park with sports fields, handball courts, seating areas, a playground, and a dog park. A portion of the Hudson River Greenway, a linear open space along the Hudson River waterfront, is located to the west of the Project Area across Twelfth Avenue. This includes the portion of the park known as Clinton Cove.

Development Site 1 is bounded by West 55th Street (westbound, one-way street) to the north, Twelfth Avenue/NY 9A, which has a total of ten travel lanes (four through lanes and one turning lane for each direction) west of the site, and West 54th Street (eastbound one-way street) to the south.

Development Site 2 is bounded by West 56th Street (eastbound one-way street) to the north, Eleventh Avenue (southbound one-way street with four travel lanes) to the east, and West 55th Street (westbound one-way street) to the south. The Project Area is served by the Metropolitan Transportation Authority (MTA) New York City Transit (NYCT) M12 bus, which runs north along Twelfth Avenue and south along Eleventh Avenue.

Need for Noise Analysis

The Proposed Actions would generate new mobile or stationary sources of noise and introduce new noise-sensitive land uses to the Project Area. In accordance with the *2021 CEQR Technical Manual (CEQR TM)* guidelines, it is necessary to determine whether these new uses would be introduced into a high ambient noise environment and whether window/wall attenuation would be required.

Existing Noise Measurements

To characterize existing conditions, 20-minute spot noise measurements will be conducted at six locations (Locations 1 through 6) as shown in **Figure 2** for four time periods consistent with the traffic analysis, including simultaneous traffic counts. Measurements will be conducted within the following time periods:

- Weekday AM (7 to 9 AM)
- Weekday midday (12 PM to 2 PM)
- Weekday PM (4 to 6 PM)

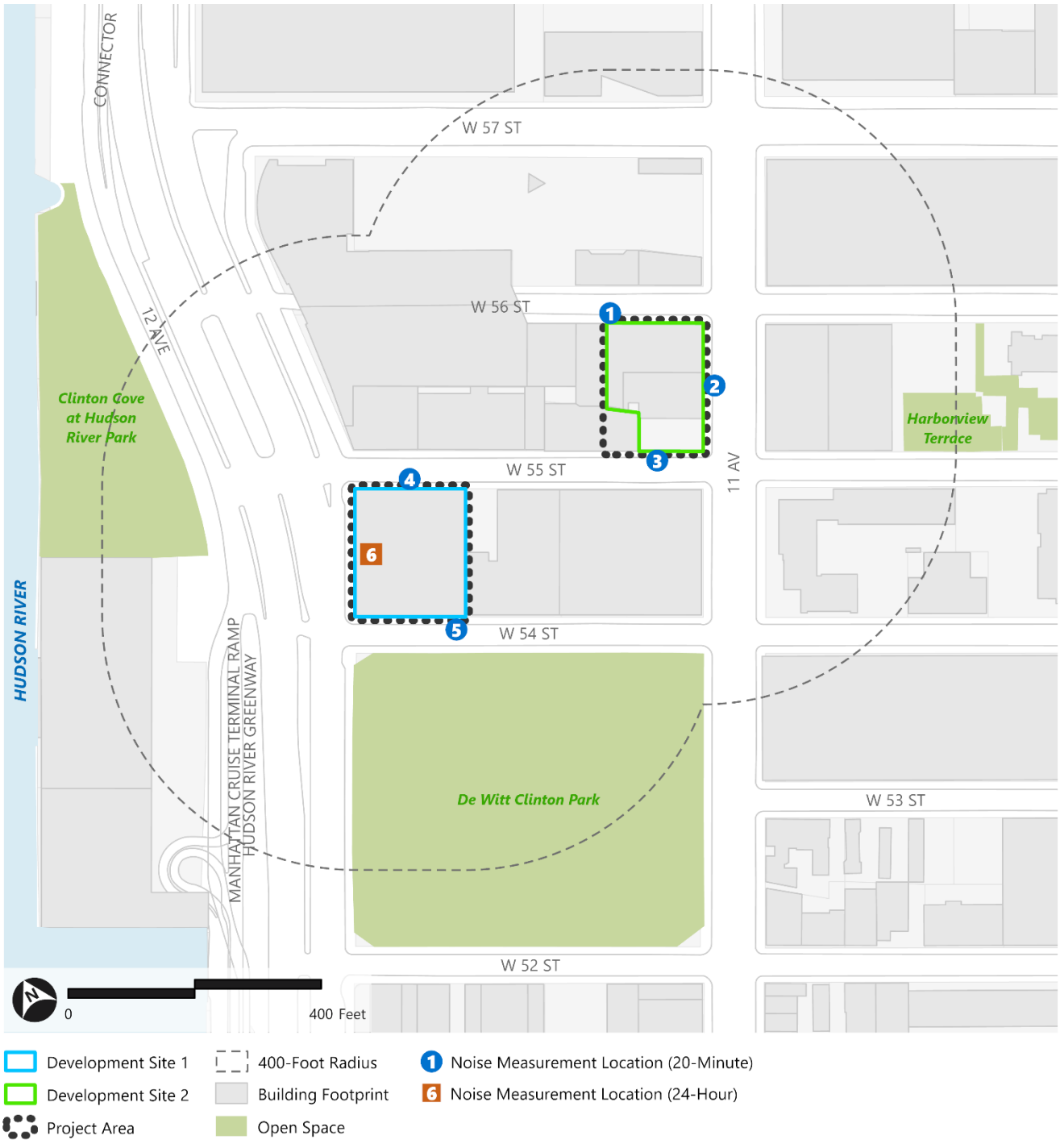
› Saturday Midday (12 to 4 PM)

Noise measurements will be conducted using sound level meters meeting Type 1 accuracy according to the American National Standards Institute. The microphone will be placed at a height of 5 feet above the ground and a minimum of 6 feet from the existing building facades or other reflective surfaces. Traffic counts will be conducted during the noise measurements of local streets.

An extra noise meter would be placed facing Twelfth Avenue/NY 9A (Location 6) to document the hourly noise level for 24 hours to understand the noise levels for peak and non-peak periods (see **Figure 2**). The 24-hour noise monitoring will allow us to understand conditions with high traffic volumes and low travel speeds as well as regular traffic volumes with vehicles traveling at the posted speed limit; the 24-hour noise monitoring will also capture the effects on ambient noise levels at the Project Area due to DSNY trucks ingress or egress along the corridor and any embarking and disembarking activities at the Manhattan Cruise Terminal which is located west of 12th Avenue.

Memorandum

Figure 2 Noise Measurement Locations



Stationary Source Analysis

The Proposed Projects are not anticipated to include any substantial stationary source noise generators, such as unenclosed cooling or ventilation equipment, loudspeaker systems, stationary diesel engines, or other similar types of noise emitters. The design and specifications for mechanical equipment—such as heating, ventilation, and air conditioning (HVAC) equipment—would incorporate sufficient noise reduction to comply with applicable noise regulations and standards, including the standards contained in the revised New York City Noise Control Code. This will ensure that mechanical equipment does not result in any significant increases in noise levels, either by itself or cumulatively with other project noise sources.

As described above, an existing football field and a handball court are located in the Dewitt Clinton Park, south of the Development Site 1. If noise measurements taken at the Location 5 do not include and capture activities occurring in the handball court or football field, a playground noise assessment may be warranted.

Mobile Source Analysis

Vehicular Noise

Screening Analysis

According to the *CEQR TM*, a mobile source noise analysis based on passenger car equivalent (PCE) proportional modeling for the existing, No-Action, and With-Action conditions will be conducted at all intersections to be analyzed in the transportation analysis section to determine whether the intersection would experience the Noise PCE increases of 100 percent or more.

Detailed Analysis

According to the *CEQR TM*, the latest version of the approved Federal Highway Administration (FHWA) Traffic Noise Model (TNM) should be used when:

- Conditions result in new or significant changes in roadway or street geometry;
- Roadways that currently carry no or very low traffic volumes are involved;
- Ambient noise is the result of multiple sources including traffic; or,
- A detailed analysis of changes due to the traffic component of the total ambient noise levels is necessary.

Within the Project Area, no changes in the existing roadway or street geometry are anticipated under future No-Action or With-Action conditions. Unless it is found that there would be any intersections failing the Noise PCE screening, no detailed mobile source noise analysis would be needed.

Train Noise

According to *CEQR TM,* Chapter 19, Section 213, a detailed analysis may be appropriate if a proposed project would introduce a new receptor within 1,500 feet of existing train activity and have a direct line of sight to that train facility. Since there is no ground level or elevated train facility within 1,500 feet of the Project Area, no further noise assessment from train operations is warranted.

Aircraft Noise

According to *CEQR TM*, Chapter 19, Section 212, if a proposed project that would introduce a new receptor within an existing 65 dB(A) Day Night Average Sound Level (DNL or Ldn) contour of an airport, the applicant should demonstrate that sufficient attenuation is provided in the form of composite building attenuation calculations based upon the OITC values of individual major window/wall/ventilation components.

As the Project Area is located outside the 65 dBA (Ldn) contour of the 2021 Noise Exposure Map (NEM) for LGA, JFK, EWR, and TEB, no further assessment of aircraft noise is warranted.

Appendix C: Response to Comments on the Draft Scope of Work

DeWitt Clinton Park North (801 Eleventh Avenue & 629 West 54th Street)

Response to Comments on the Draft Scope of Work (DSOW)

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CEQR #25DCP049M

December 12, 2025

1

Introduction

This document summarizes and responds to comments on the Draft Scope of Work (DSOW) for DeWitt Clinton Park North (801 Eleventh Avenue & 629 West 54th Street), published on December 30, 2024.

City Environmental Quality Review (CEQR) requires a public scoping meeting as part of the environmental review process. Oral and written comments were received during the public hearing held by the New York City Department of City Planning on January 30, 2025 at 2:00 PM. Written comments were accepted from issuance of the DSOW through the close of the public comment period, which ended at 5:00 PM on February 10, 2025. **Appendix A** contains the written comments received on the DSOW.

Section 2 lists the elected officials, organizations, and individuals that provided relevant comments on the DSOW. **Section 3** contains a summary of these relevant comments and a response to each. These summaries convey the substance of the comments made, but do not necessarily quote the comments verbatim. Comments are organized by subject matter and generally parallel the chapter structure of the DSOW. Where more than one commenter expressed similar views, those comments have been grouped and addressed together.

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List of Elected Officials, Organizations, and Individuals who Commented on the DSOW

Elected Officials

1. Manhattan Borough President Gale A. Brewer, spoken testimony dated January 30, 2025 (Brewer)

Community Board

2. Manhattan Community Board 4, spoken testimony given by Paul Devlin on January 30, 2025, and written testimony submitted on February 10, 2025 (CB4)

Organizations and Interested Public

3. Carlo Casa, Director of Policy and Research at the New York Building Congress, spoken testimony and written testimony dated January 30, 2025 (the New York Building Congress)
4. Chad Purkey, Interim Executive Director of the Association for a Better New York, Inc. (ABNY), written testimony dated January 29, 2025 (ABNY)

3

Comments and Responses on the DSOW

The following organizations and members of the interested public submitted testimony: Manhattan Borough President Gale A. Brewer; Manhattan Community Board 4 (represented by Paul Devlin at the public scoping meeting); Association for a Better New York; and the New York Building Congress (represented by Carlo Casa).

General Comments in Support of the Proposed Project

C.1 **The Building Congress represents over 500 constituent organizations and over 250,000 skilled tradespeople and professionals dedicated to the growth and prosperity of our city. We strongly express our support for Friedland Properties and Chapman Group's DeWitt Clinton Park North mixed-use projects. (the New York Building Congress)**

Response: Comment noted.

C.2 **On behalf of the Association for a Better New York (ABNY), a non-profit dedicated to the advancement and support of New York City, I am writing to express our support for the proposed rezoning of the DeWitt Clinton Park North sites at 801 Eleventh Avenue and 629 West 54th Street. The project represents a critical step forward in addressing New York City's ongoing housing crisis while delivering meaningful benefits to the local community. (ABNY)**

Response: Comment noted.

Comments on Specific EIS Impact Categories

Analysis Framework

C.3 **It would be helpful if the DEIS included a brief description of what the Maximum Residential Scenario entails, including the scale and type of development anticipated. (CB4)**

Response: Comment Noted. As described in the DSOW, under the Maximum Residential Scenario, the Applicants would construct new mixed-use buildings containing residential and ground-floor and cellar level auto dealership space on both Development Sites. As such, Development Site 1 would be redeveloped with a new 45-story, 671,815-gsf building with approximately 701 DUs and 50,118 gsf of auto dealership space, and Development Site 2 would be redeveloped with a new 39-story, 522,558-gsf building with 541 DUs and 38,441 gsf of auto dealership space. The residential program under the Maximum Residential Scenario assumes a rate of 850 residential gsf per DU (above-grade), yielding 1,242 DUs, of which approximately 248 to 373 DUs would be permanently affordable to households with incomes averaging at or below 80 percent Area Median Income (AMI) pursuant to MIH options 1, 2, and/or 3. The EIS will also provide a brief description of the Maximum Commercial Scenario.

Land Use, Zoning and Public Policy

C.4 Development Site 1 is partially located in the current 500-year flood zone. Please provide a preliminary assessment of climate change effects on Development Site 1. Please study a plan to address potential flooding in the area due to higher temperatures and rising seas. This should include awareness of current and future flooding potential, especially given the proximity to the Hudson River. This should also include working with the different City and State agencies considering long-term solutions to flood resiliency, including large-scale projects providing coastal protection. (CB4)

Response: Comment noted. As described in the DSOW, Task 2: Land Use, Zoning, and Public Policy, the EIS will evaluate the Proposed Actions' compliance with the Waterfront Revitalization Program (WRP), including Policy 6.2, which requires consideration of the latest sea level rise (SLR) projections into the planning and design of projects in the coastal zone. Published SLR projections will be evaluated for various project life spans using the New York City Panel on Climate Change projections of climate change and sea level rise, published in January 2015, and mapping will be provided showing the estimated extents of future inundation during storm event scenarios. The WRP section will assess both critical features and vulnerable features within future floodplains and how the features of the proposed developments would be consistent with the WRP policies.

Socioeconomic Conditions

C.5 We recommend that the DEIS still include an explanation of how these other types of displacement were deemed not to meet the CEQR thresholds before focusing primarily on the indirect residential displacement analysis. (CB4).

Response: In accordance with the *2021 CEQR Technical Manual,* screening analyses included in the **Environmental Assessment Statement (EAS) Part II: Supplemental Analysis**, published on December 30, 2024 found that the Proposed Actions would not have the potential to cause significant adverse impacts due to direct residential displacement, direct business and institutional displacement, indirect business and institutional displacement due to increased rents or retail market saturation, or adverse effects on specific industries. As no significant adverse impacts are anticipated regarding these concerns, no further analyses are warranted. The DEIS will include an explanation reiterating the reasons why analyses of direct residential displacement, direct business displacement, and indirect business displacement are not included in the EIS.

C.6 The DEIS should provide a detailed explanation of the criteria used to determine whether and how the Proposed Actions would introduce or accelerate a trend of change in socioeconomic conditions in the area [under the Maximum Residential Scenario]. (CB4)

Response: Comment noted. The EIS will provide an explanation of the criteria used to determine whether the Proposed Actions would result in significant adverse impact on socioeconomic conditions of the study area through indirect residential displacement in accordance with the *2021 CEQR Technical Manual*.

C.7 Please specify the exact data sources used (e.g., links or citations of databases or reports) in the DEIS to ensure transparency and credibility of the analysis. (CB4)

Response: Comment noted. The EIS will include data sources used for socioeconomic analyses.

C.8 In the step regarding the determination of whether the study area has already experienced a trend toward increasing rents, please specify the timeframe over which this trend will be assessed for accuracy and context and consider including a discussion of potential confounding factors that could influence rent trends, such as broader economic conditions or policy changes. (CB4)

Response: Comment noted. Per *2021 CEQR Technical Manual* guidance, the socioeconomic assessment of potential indirect residential displacement in the EIS will include a discussion of current and past rents in the study area. To the extent warranted per *2021 CEQR Technical Manual* guidance, the assessment will include a discussion of broader market conditions and trends. If it is found that the Proposed Actions would increase the population of the study area by five percent or more compared to the future No-Action conditions, the assessment will determine whether the Proposed Actions would introduce a new population with a substantially higher average household income compared to the study area. All data sources used in the assessment will be specified in the EIS, including the timeframes for such data sources.

C.9 The DSOW mentions that a detailed analysis will be conducted if the preliminary assessment reveals potential for the Proposed Actions to introduce a trend of change in socioeconomic conditions. It would be beneficial for the community to know the criteria or thresholds that would trigger this detailed analysis in the DEIS. Please include a brief description of what such analysis would entail, including any additional data sources or methodologies for community awareness and understanding. (CB4)

Response: The EIS will specify the methodologies and data sources used for preliminary and detailed assessments of socioeconomic conditions, and the criteria warranting a detailed analysis. According to the *2021 CEQR Technical Manual*, if a project would cause a population increase of greater than 10 percent in the study area as a whole or within any identified subarea, a detailed analysis would be warranted. Additionally, if the population increase would be greater than five percent in the study area as a whole or within any identified subareas, and if a readily observable trend toward increasing rents is found near to or within a smaller portion of the study area, unless further instructions were given by the Department of City Planning, a detailed analysis would be warranted. The EIS will include a description of the methodologies and data used for the analysis in accordance with the *2021 CEQR Technical Manual*.

Community Facilities and Services

C.10 We have concerns about the impact of thousands of new residents on our schools. (CB4).

Response: Comment noted. The EIS will assess the potential impacts on public schools in accordance with the *2021 CEQR Technical Manual*.

C.11 The nearest elementary school, located at 440 West 53rd Street, is at capacity serving both neighborhood residents and families living in shelters within the school zone. Please explore the following: the potential number of 3K, Pre-K and K-5th grade seats needed; the potential number of middle school seats needed; the potential rezoning of elementary schools to accommodate the increase in students. (CB4)

Responses: Comment noted. The FSOW has been updated following the Scoping Meeting using the latest Projected Public School Ratio published by the NYC School Construction Authority (SCA) in 2024 in accordance with the 2021 CEQR Technical Manual. Under the Maximum Residential Scenario, the Proposed Developments would introduce 39 public elementary students, 13 intermediate school students, and 25 high school students within Manhattan Community School District (CSD) 2, Sub-district 3. Since the Proposed Actions would result in less than 150 high school students, an assessment of high school impact is not warranted. The Proposed Actions would introduce more than 50 elementary and intermediate school students. Therefore, an assessment of elementary and intermediate schools impact would be included in the EIS. Based on the *2021 CEQR Technical Manual*, a quantitative analysis of universal 3-K and Pre-K is not required as a predicative mechanism for demand generated from new developments is not yet available. However, a qualitative discussion of the existence of universal 3-K and Pre-K can be included in the analysis of Early Childhood Programs as they may alleviate some demand from families residing in low and low/middle incomes units who do not require the extended programming of Early Childhood Programs.

C.12 Please study the Class Size Law's effect on the needs for current space and teacher needs in elementary and middle schools. The Class Size Law requires that all New York City public schools to adhere the requirement for the reduction of all class sizes by 2028. (CB4)

Responses: Comment noted. Based on the *2021 CEQR Technical Manual*, a significant adverse impact on elementary and middle schools may result, warranting consideration of mitigation, if a proposed project would result in both 1) a utilization rate of the elementary or middle schools within the school district's "subdistrict" in which the Project Area is located that is equal to or greater than 100 percent in the With-Action condition and 2) 100 or more new students generated from a proposed project past the 100 percent utilization rate. Accordingly, the EIS will provide a detailed elementary and middle schools analysis comparing the utilization rate of the elementary and middle schools under the No-Action scenario with the utilization rate under the Maximum Residential Scenario for a conservative approach. The impact of the Class Size Law is not an environmental impact within the scope of CEQR. The New York City Department of Education will take the lead in planning and collaborating with stakeholders in the class size reduction effort by the 2028 deadline.

C.13 The DSOW claims the Proposed Actions "do not have the potential to result in significant adverse environmental impacts related to police, fire, and healthcare services, and thus no further analyses of police, fire, and healthcare services are warranted." However, the Midtown North Precinct, to cite just one example, is not up to full strength and already covers the wide and dense residential, business, and tourist area from the Hudson River to Lexington Avenue, 44th to 57th Streets. Please provide a study confirming that police, fire, and healthcare

services will be able to adequately serve the several thousand new residents and workers which will be added to the district. (CB4)

Response: Comment noted. In accordance with the *2021 CEQR Technical Manual,* a detailed analysis of impacts on police, fire, and healthcare services is warranted in cases where the Proposed Developments would either introduce a sizeable new neighborhood where one has not previously existed or displace or affect the physical operations of, or access to and from, the existing facility. As discussed in the **EAS Part II: Supplemental Analysis**, published on December 30, 2024, the Project Area is located in a developed area that is served by existing police, fire, and healthcare services, and would not introduce a sizeable new neighborhood. Therefore, the Proposed Actions do not have the potential to result in significant adverse environmental impacts related to police, fire, and healthcare services, and thus no further analyses of police, fire, and healthcare services are warranted.

C.14 Given the influx of new permanent tenants, office workers and daily visitors, please study the impact on the ability to obtain timely doctor appointments and patient services, both for existing residents and the new ones. (CB4)

Response: See response to **C.13**. Additionally, potential effects on the ability to obtain timely doctor appointments and patient services are not an environmental impact within the scope of CEQR.

C.15 Please study the impact on the current EMS catchment area and its EMS station ability to provide emergency services. (CB4)

Response: See response to **C.13**. In accordance with *2021 CEQR Technical Manual*, a detailed analysis of impacts on emergency medical services (EMS) is warranted in cases where the Proposed Actions would affect the physical operations of, or access to and from, the existing EMT facilities. Since the Proposed Actions would not affect the physical operations of, or access to and from, the existing EMT facilities, a study on EMS facilities is not warranted.

C.16 Please study the response time of EMS, FDNY, and NYPD to each of the sites and, as necessary, to the nearest appropriate hospital (such as for Trauma). (CB4)

Response: See response to **C.13**. Additionally, response times of EMS, FDNY, and NYPD to project sites are not environmental impacts within the scope of CEQR.

C.17 Please provide an analysis of what impact thousands of new residents might have on the potential health care demands, including the use of emergency services, of the community. Please include in the analysis the impact on the district of the recent impending closure of the Beth Israel Hospital and Emergency Room. (CB4)

Response: See responses to **C.13**. and **C.16**.

Open Space

C.18 We have concerns about the impact of thousands of new residents on our parks and playgrounds. This development is immediately north of DeWitt Clinton Park, which is currently in need of resources. Needed park improvements need to be considered as more families would be using this park (CB4).

Response: As discussed in the DSOW, Task 5: Open Space, an Open Space analysis will be provided in the EIS, assessing the availability of open space (both passive and active) for particular groups with a

focus on residential population and workers. The analysis will focus on areas where shortfalls in open space exist now or in the future, to identify whether the shortfalls are a result of the Proposed Actions. If the Proposed Actions would result in a significant adverse impact (i.e., would reduce the adequacy of open space below relevant qualitative and quantitative standards specified in the *2021 CEQR Technical manual*), potential on-or off-site mitigation would be identified and assessed.

C.19 DeWitt Clinton Park is directly across the street from Development Site 1 while Hudson River Park is located west of the Project Area, across an eight-lane, 150-foot-wide arterial highway and the development sites are miles away from the Proposed Projects. Please provide an analysis of the impact of 2,000 new residents on the adjacent DeWitt Clinton Park, the green space most likely to be the open space utilized by the new residents, and the additional costs associated to preserve and enhance the park with this additional use. (CB4)

Response: See response to **C.18**. An Open Space analysis will be provided in the EIS in accordance with *2021 CEQR Technical Manual*. Potential additional costs and staffing related to the park operation are not environmental impacts within the scope of CEQR.

C.20 Please provide a plan for improving the sites with community greening, including the feasibility of planting of trees on all sidewalks which abut the sites. (CB4)

Response: The Zoning Resolution of New York City ("ZR") Section 26-41 provides street tree planting requirements: one street tree, pre-existing or newly planted, shall be provided for every 25 feet of street frontage of the zoning lot (or, where infeasible, payment into a tree planting fund administered by the Department of Parks and Recreation). The street tree requirements must be satisfied in order for the builder to obtain a Certificate of Occupancy from the Department of Buildings (DOB).

Shadows

C.21 I will look forward in the environmental statement about shadows (Brewer).

Response: Comment noted. A detailed shadows analysis will be provided in the EIS in accordance with the *2021 CEQR Technical Manual*.

C.22 We have concerns about the proposed height of these buildings. Shadows cast onto the river in the early parts of the days, and the creation of a series of tall buildings adjacent to the river is a pattern we work to avoid. We prefer more bulk and lower height, especially as buildings work west towards the river (CB4).

Response: See response to **C.21**.

C.23 Please study potential shadow impacts on all surrounding areas, including DeWitt Clinton Park and Hudson River Park, for all daylight hours and during all seasons. (CB4)

Response: See response to **C.21**.

Urban Design

C.24 The buildings could be more interesting, right now they look very glassy and I think they could be more interesting. (Brewer)

Response: As discussed in the DSOW, Task 7: Urban Design and Visual Resources, the EIS will include a detailed urban design analysis with a focus on a pedestrian's experience of public space. Because the designs of the building façades are not approved in connection with the Proposed Actions, façade materials are outside of the scope of CEQR.

C.25 Please study the feasibility of designing and planting a robust street tree canopy and vertical greenery to provide both important environmental benefits and a pleasing aesthetic. (CB4)

Response: See response to **C.20**, ZR Section 26-41 details street tree planting requirements. Because the designs of the building façades are not approved in connection with the Proposed Actions, façade materials are beyond the scope of an environmental review under CEQR.

Hazardous Materials

C.26 We have concerns that these sites are home to former car dealerships and repair shops, exposed to generations of petroleum products and hazardous materials seeping from vehicles. This must be thoroughly studied and understood, especially given the site's proximity to the estuary and public green spaces. Please study the potential impact of hazardous materials, including but not limited to gas, oil, and exhaust discharge, on the surrounding community, including nearby park areas frequented by families and children, as well as on nearby residential buildings and any commercial facilities. (CB4)

Response: As discussed in the DSOW, Task 8: Hazardous Materials, the EIS will include a hazardous materials section summarizing the results of Phase I Environmental Site Assessments (ESAs) for both Development Sites. The results of the Phase I ESAs would determine if any conditions were present at the Development Sites that may warrant further investigation. The chapter will include a discussion of the Proposed Actions' potential to result in significant adverse hazardous materials impacts and, if necessary, will include a description of any additional testing, remediation, or other institutional measures that would be necessary to avoid impacts.

If further testing is recommended, an Investigation Work Plan for each Development Site will be provided to the lead agency detailing the proposed scope of work for any soil, groundwater, and/or soil gas evaluation on the Development Sites. Additionally, an Investigation Health and Safety Plan (HASP) will be provided for each Development Site to protect the health and safety of both on-site personnel and the surrounding community. Once approved, Phase II ESAs may be conducted to investigate the potential presence of hazardous materials on the Development Sites. Results of the Phase II ESAs will be provided in a separate Phase II ESA Report and summarized within the Hazardous Materials chapter. If applicable, the chapter will provide recommendations for next steps including remediation or institutional measures that would be necessary to avoid impacts.

C.27 Please study the soil to see if there are contaminants and if so, what their impact would be on the community. (CB4)

Response: See response to **C.26**.

C.28 Please study an asbestos and other hazardous materials remediation plan, including an emergency exposure plan for all residences within the 1/2-mile radius. This should go beyond merely developing measures to "minimize potential exposure." (CB4)

Response: See response to **C.26**.

Water and Sewer

C.29 Please study the impact on wastewater and storm water on the City's sewage infrastructure both during construction and on completion of the projects. (CB4)

Response: As mentioned in the DSOW, Task 9: Water and Sewer Infrastructure, the EIS will assess the Proposed Actions' potential to adversely affect the City's water distribution and sewer system in accordance with the *2021 CEQR Technical Manual*.

Transportation

Traffic

C.30 We will be asking for a highly detailed analysis of the impacts on transportation, particularly the use of sidewalks and bikeways, access to public transit, and vehicular congestion on our streets. Please provide a comprehensive congestion impact study on Eleventh Avenue, spanning from 50th to 59th Streets (CB4)

Response: As mentioned in the DSOW, Task 10: Transportation, the EIS will include a detailed traffic analysis, a detailed subway and bus analyses, and a detailed pedestrian analysis of locations identified in accordance with methodologies outlined in the *2021 CEQR Technical Manual*.

Public Transportation

C.31 Please undertake a collaborative plan with the MTA to address potential delays and overcrowding on local bus routes, especially studying plans for a potential increase of the frequency of the M12. (CB4)

Response: As mentioned in the DSOW, Task 10: Transportation, the EIS will include a detailed analysis of key bus routes serving the Development Sites, which includes the M12. If the *2021 CEQR Technical Manual* thresholds for analysis are exceeded on any individual bus route (i.e., an increase of 50 or more bus passengers on a single bus line in one direction), further analysis of that route will be undertaken consistent with *2021 CEQR Technical Manual* methodology to determine the potential for significant adverse impacts. A significant adverse impact is considered to occur at the route's maximum load point where an increase in bus load levels would exceed the maximum capacity. New York City Transit (NYCT)'s general policy is to provide additional bus service where demand warrants increased service, considering fiscal and operational constraints.

C.32 Given the influx of new permanent tenants, office workers and daily visitors, please study the availability and accessibility of public transportation to medical, behavioral health, and dental facilities. (CB4)

Response: As mentioned in the DSOW, Task 10: Transportation, the EIS will include a detailed analysis of bus routes and subway stations serving the Development Sites.

Pedestrian

C.33 Please study the possibility of sidewalk widenings to compensate for where the existing sidewalk may be narrow on 54th, 55th, and 56th Streets and along Eleventh and Twelfth Avenues. (CB4)

Response: As mentioned in the DSOW, Task 10: Transportation, the EIS will include a detailed pedestrian analysis following the guidance in the 2021 CEQR Technical Manual. If an impact is identified, mitigation measures such as sidewalk widening would be considered if conditions permit.

C.34 Please study opportunities to make crossing over to Hudson River Park safer for the new residents as well as for all residents in the area. (CB4)

Response: If significant adverse impacts are identified at crosswalks along Twelfth Ave as a result of the Proposed Projects, potential mitigations considering pedestrian safety will be considered in the EIS in accordance with the *2021 CEQR Technical Manual*.

C.35 Please study a pedestrian safety plan. (CB4)

Response: As mentioned in the DSOW, Task 10: Transportation, the EIS will include an evaluation of vehicular and pedestrian safety for locations within the traffic study area in accordance with the *2021 CEQR Technical Manual*. If any potential significant safety impacts are identified, measures to improve traffic and pedestrian safety will be considered.

Bike Infrastructure

C.36 Please explore the feasibility of incorporating ample, secure bicycle parking and work with the DOT on measures to harden the bike lanes on 54th and 55th Streets and on 11th Avenue. (CB4)

Response: ZR 36-70 ("Bicycle Parking") details the requirements of enclosed accessory bicycle parking spaces for residential uses. New York City Department of Transportation (NYCDOT) studies and coordinates with relevant stakeholders, including government agencies, city officials, and community members, regarding bike lane design and implementations. While high crash locations (i.e., involving pedestrian/bicyclist injuries) will be reviewed to determine whether the Proposed Projects would affect safety at these locations, future bike lane studies and implementations by NYCDOT are not environmental impacts within the scope of CEQR.

Air Quality

C.37 Please study air quality impacts from project-generated vehicle trips, as well as heat and hot water systems. (CB4)

Response: As discussed in the DSOW, Task 11: Air Quality, a mobile source analysis evaluating project-generated vehicle trips and a stationary source analysis assessing the effects of the proposed buildings' HVAC and hot water systems on surrounding existing and future No-Action buildings will be prepared in the EIS in accordance with the *2021 CEQR Technical Manual*. For construction-related vehicles, the effect of construction activities on air quality will be included in the EIS as well, as discussed in the DSOW, Task 16: Construction.

Greenhouse Gas Emissions and Climate Change

C.38 Please study the use of low carbon and carbon negative building materials for all elements of the proposed project. Please also study incorporating CO2 capturing building materials. (CB4)

Response: As discussed in the DSOW, Task 12: Greenhouse Gas Emissions (GHG) and Climate Change, GHG emissions generated by project operations and project-related mobile sources will be quantified, and an assessment of the project's energy consumption and consistency with the City's established GHG reduction goal will be performed as part of the EIS. GHG emissions from construction will be assessed qualitatively pursuant to 2021 CEQR guidance, which does not include an analysis of low carbon, carbon negative and carbon capturing materials. However, any commitment to green infrastructure addressing climate change will be included in the EIS.

C.39 Please provide confirmation that the Proposed Project will comply with Local Law 33 of 2018/Local Law 95 of 2019 requiring owners of certain buildings over 25,000 square feet to obtain the Building Energy Efficiency Rating labels and display them near building entrances. (CB4)

Response: Development under the Proposed Actions will comply with all Local Laws applicable to the Development Sites including Local Law 33 of 2018 and Local Law 95 of 2019.

C.40 Please provide confirmation that the Proposed Project is meeting the requirements of Local Law 97 of the Climate Mobilization Act (CMA) which requires most buildings over 25,000 square feet to meet greenhouse gas emissions limits. (CB4)

Response: Development under the Proposed Actions will comply with all Local Laws applicable to the Development Sites, including Local Law 97 of 2019.

Noise

C.41 Please provide a noise analysis showing that the mechanical equipment will not result in any significant increases in noise levels, either by itself or cumulatively with other project noise sources. (CB4)

Response: As discussed in the **EAS Part II: Supplemental Analysis**, published on December 30, 2024, the Proposed Actions are not anticipated to introduce any substantial stationary source noise generators, such as unenclosed cooling or ventilation equipment, loudspeaker systems, stationary diesel engines, or other similar types of uses. The design and specifications for mechanical equipment—such as heating, ventilation, and air conditioning (HVAC) systems—would incorporate sufficient noise reduction to comply with applicable noise regulations and standards, including the standards contained in the revised New York City Noise Control Code. This will ensure that mechanical equipment does not result in any significant increases in noise levels, either by itself or cumulatively with other project noise sources.

C.42 Please study the impact to tenants and commercial users of buildings, once completed, of noise from the West Side Highway. (CB4)

Response: As discussed in the DSOW, Task 13: Noise, ambient noise monitoring will be conducted, and its result will be included in the EIS in accordance with the *2021 CEQR Technical Manual.* An extra noise meter would be placed facing Twelfth Avenue/NY 9A to document the hourly noise level

for 24 hours to understand the noise levels for peak and non-peak periods. Building sound attenuation requirements will be evaluated to maintain acceptable interior noise conditions based on the ambient noise monitoring and impact assessment results. If warranted, a summary table of window-wall attenuation requirements will be developed for each building location within the Development Sites in accordance with CEQR acceptable interior noise level requirements. Such requirements would be established as part of the Proposed Projects to ensure that appropriate measures are implemented to achieve the identified attenuation requirements.

Public Health

C.43 Please study the public health impact of the adverse air quality, both during construction and upon completion, especially as relates to asthma and allergies. (CB4)

Response: As discussed in the DSOW, Task 14: Public Health, and Task 16: Construction, a public health analysis and a construction air quality analysis will be provided in the EIS in accordance with the 2021 CEQR Technical Manual. The Public Health section of the EIS will assess the potential for public health impacts during the construction period and operational period.

Construction

C.44 As children use a park that is right across the street from one of the proposed development sites, please study measures which will be in place to ensure the safety of park goers, especially families and children, during construction. (CB4)

Response: The EIS will provide a construction analysis that assesses the potential for construction-related activities to affect open space in accordance with the *2021 CEQR Technical Manual,* as described in the DSOW, Task 16: Construction. Additionally, The New York City Department of Buildings (DOB) has primary oversight of construction. DOB enforces safety regulations to protect both workers and the general public during construction. Areas of oversight include installation and operation of equipment such as cranes and lifts, sidewalk sheds, safety netting, and scaffolding. DOB's approval of a Site Safety Plan would be required prior to the construction.

C.45 Please study mitigation efforts would be necessary during and after construction to reduce the impact of hazardous materials.(CB4)

Response: The EIS will provide a construction analysis that assesses the potential for construction-related activities to cause exposure to hazardous materials in accordance with the *2021 CEQR Technical Manual*, as described in the DSOW, Task 16: Construction.

C.46 Please study the potential impact on ground water. (CB4)

Response: The FSOW has been revised to specify that the construction analysis will assess the potential for construction-related activities to affect water and sewer infrastructure.

C.47 Please study a plan for consulting and communicating with the community if and when construction necessitates blocking streets or sidewalks. (CB4)

Response: The New York State Department of Transportation (NYSDOT) and NYCDOT will review and approve any traffic lane closures on its roadways, should any be necessary. NYCDOT Office of Construction Mitigation and Coordination (OCMC) reviews and approves Maintenance and

Protection of Traffic (MPT) plans. The EIS will provide a traffic analysis related to construction and a description of construction practices under New York City regulations in accordance with the *2021 CEQR Technical Manual*, as described in the DSOW, Task 16: Construction. A communication and consulting plan with the community, however, is not required by NYSDOT, NYCDOT, or OCMC . In the event a significant adverse impact related to construction is anticipated, potential mitigation measures will be identified in coordination with DCP and other relevant agencies.

C.48 Please develop a plan to work with the nearby community and Community Board 4 during the construction phase to keep the community, and the developers, informed of any potential problems so they can be quickly resolved. (CB4)

Response: See responses to **C.47**

C.49 Please study the impact construction will have on nearby NYC Sanitation facility and salt storage units. (CB4)

Response: See responses to **C.47**. Additionally, the EIS will assess the potential effects of construction activities on nearby sites, in accordance with the *2021 CEQR Technical Manual*, as described in the DSOW, Task 16: Construction.

C.50 Please study if and how the concurrent construction of the Port Authority Redevelopment will interact with the impact on transportation/traffic of this project, and develop mitigation plans accordingly. (CB4)

Response: The construction analysis in the EIS will consider an appropriate study area in accordance with *2021 CEQR Technical Manual* guidance. Construction traffic impacts from the Port Authority Redevelopment are not expected to be felt in the study area for transportation impacts for the Proposed Projects. However, should the effects of the Port Authority Redevelopment fall within the study area, it will be included in the analysis.

C.51 Please provide detailed plans for managing construction-related traffic, emphasizing minimizing disruption and ensuring resident safety as well as minimizing noise for DeWitt Clinton Park users. (CB4)

Response: In accordance with the *2021 CEQR Technical Manual,* the EIS will provide a construction transportation analysis to assess the potential for construction activities to result in significant adverse effects to traffic, transit (e.g., subway and bus), pedestrian elements (i.e., sidewalks, corners, and crosswalks), and parking conditions. The construction analysis will also assess the potential for construction-related activities to affect open space, as described in the DSOW, Task 16: Construction.

C.52 Please study a plan to control and contain and remove construction debris. (CB4)

Response: The EIS will include a discussion of construction practices regarding construction debris. The description of construction activities included in the EIS will also discuss the treatment of demolition debris in accordance with the *2021 CEQR Technical Manual*.

C.53 Please study a rat abatement plan. (CB4)

Response: As described in the DSOW, Task 16: Construction, the EIS will provide information on the entities with governmental oversight for various aspects of construction including Local Law 109 of 2022: Rodent Abatement During Construction. Effective May 18, 2023, a licensed exterminator is

required to treat the premises for rodent extermination, as required by the NYC Department of Health and Mental Hygiene (DOHMH), for demolition and new construction work.

Additionally, the EIS will include a discussion regarding general rodent control practices for construction projects in New York City. A rat abatement plan is beyond the scope of an environmental review under CEQR.

C.54 Please study the impact the construction schedule will have on the surrounding area in general, and on current and planned future construction in a 2-mile surrounding radius, up to the point of planned completion of this proposed project. For example, the impact on the construction on Pier 94. (CB4)

Response: As discussed in the DSOW, Task 16: Construction, the EIS will discuss the overall construction duration and provide a construction schedule for the Proposed Projects. Construction analyses for each applicable technical area will focus on uses surrounding the Development Sites and anticipated to be affected by the Proposed Projects, in accordance with the *2021 CEQR Technical Manual*. The FSOW has been revised to specify that the EIS will include a discussion of any anticipated and/or ongoing construction in the vicinity of the Development Sites if they are expected to overlap with construction schedule of the Proposed Projects.

C.55 Please study a plan for consulting and communicating with local schools and social service programs on pedestrian safety during construction. (CB4)

Response: The EIS will include a discussion of how New York City regulates construction practices to ensure public safety during construction.

C.56 Please study developing and implementing a complementary public safety and social services plan to manage scaffolding and construction site conditions. (CB4)

Response: See responses to **C.55**.

C.57 Please study impacts on air quality from on-site construction emissions and off-site mobile source emissions that result from construction equipment, delivery trucks, fugitive dust, and worker vehicles. (CB4)

Response: As discussed in the DSOW, Task 16: Construction, the EIS will discuss the effect of construction activities on air quality in accordance with *2021 CEQR Technical Manual*. The construction air quality section will assess the impacts from on-site construction emissions and off-site mobile source emissions that result from construction equipment, delivery trucks, fugitive dust, and worker vehicles.

C.58 Please study the traffic delays resultant from the project, especially during construction. Those delays will translate into engine idling with further negative impacts on air quality. Please analyze those impacts and provide quantitative results. Similarly, concrete delivery trucks will also queue and idle, further affecting air quality. Please analyze those impacts and quantify the results. Idling for hours will affect air quality. Where will the cement trucks be queued up? (CB4)

Response: See responses to **C.57**. Additionally, a construction transportation analysis including an assessment of traffic generated during the peak quarter of construction activities will be included in the EIS in accordance with the *2021 CEQR Technical Manual*. As discussed in the DSOW, Task 16: Construction, the construction traffic section will also describe the number of parking spaces needed,

and the availability of on-site parking to accommodate the construction parking demand. Construction deliveries, delivery routes, potential curb lane closures and staging, and parking will also be discussed. The construction air quality analysis will consider concrete trucks and delivery trucks in the air quality construction modeling. The New York City Administrative Code §24-163 requires vehicle idling time to be no longer than three minutes per hour; therefore, a maximum three-minute idling time is assumed in the construction air quality analysis.

C.59 Please study the air quality impact of construction on De Witt Clinton Park and Hudson River Park and the families and children using these parks. (CB4)

Response: As discussed in the DSOW, Task 16: Construction, the EIS will discuss the effect of construction activities on air quality in accordance with *2021 CEQR Technical Manual*. The FSOW has been revised to specify that the air quality at the locations of the closest sensitive receptors including publicly accessible open spaces will be studied.

C.60 Please study the noise impact of construction on a wide area around the construction sites. Mitigation measures must extend to residential uses in that area. (CB4)

Response: As discussed in the DSOW, Task 16: Construction, the EIS will study the effect of construction noise from on-site stationary construction equipment and construction-related vehicles in accordance with 2021 CEQR Technical Manual. If significant adverse construction noise impacts are identified, measures to mitigate those impacts, where feasible, will be described. The FSOW has been revised to specify that a map of construction noise receptor locations will be included in the EIS along with a table detailing the addresses, block and lots information, and land uses of the receptors.

C.61 Please study the potential impact of construction high decibel levels. (CB4)

Response: See response to **C.60.**

C.62 Please study the mitigation on noise during construction. (CB4)

Response: See response to **C.60.**

C.63 Please study the impact of noise on surrounding parks. (CB4)

Response: See response to **C.60.**

C.64 Extraordinary construction related traffic delays caused by construction will generate traffic backups. Manhattan CB4 has experienced that serious traffic backups create impatient motorists and significant car horn honking. This impact should be studied, quantified and mitigated with enforcement personnel and noise surveillance cameras. (CB4)

Response: As discussed in the DSOW, Task 16: Construction, the EIS will discuss the effect of construction activities on traffic in accordance with *2021 CEQR Technical Manual*. If significant adverse construction traffic impacts are anticipated, measures to mitigate those impacts, where feasible, will be described. Additionally, the Department of Environmental Protection (DEP) and the Police Department (NYPD) share the duties of enforcing the Noise Code. Residents can report noise from a vehicle caused by a horn honking by calling or contacting 311 or filing a noise complaint online to report a noisy vehicle.[1]

[1] Noise from Vehicle, https://portal.311.nyc.gov/article/?kanumber=KA-01102

C.65 Please study the impact of construction on traffic patterns and any re-routing of traffic in the community and any impact on the West Side Highway. (CB4)

Response: As discussed in the DSOW, Task 16: Construction, the EIS will discuss the anticipated effects of construction activities on traffic in accordance with *2021 CEQR Technical Manual*. Any intersections within the vicinity of the Project Area exceeding the CEQR threshold of 50 or more incremental vehicles at any one intersection during construction peak hours will warrant further analysis and be studied as a part of the Construction Transportation analysis in the EIS, in accordance with *CEQR Technical Manual* guidance.

C.66 Please undertake a congestion impact study focused on traffic, noise, and environmental implications during both peak and off-peak hours during construction. (CB4)

Response: As mentioned in the DSOW, Task 16: Construction, the EIS will study the volume of peak hour vehicular traffic (including trucks) expected to be overlapping with peak construction hours. The EIS will also include a construction-related noise analysis studying both mobile sources and stationary sources during the construction period following the guidance in the *2021 CEQR Technical Manual*. Furthermore, the analysis will also assess the potential for construction-related activities to affect land use, neighborhood character, open space, historic and cultural resources, and hazardous materials.

Alternatives

C.67 We would like to see an alternative proposal study of a development on these lots without added bonuses, meaning one that was not a receiving site of development rights from Hudson River Park, nor with the additional residential FAR. We need to understand the incremental difference of impacts between what could be built with a simple zoning change to a commercial zone versus what they plan to build as receiving site with a 14.0 FAR. (CB4)

Response: As discussed in the DSOW, Task 18: Alternatives, SEQRA requires that alternatives to the proposed project be identified and evaluated in an EIS so that the decision-maker may consider whether alternatives exist that would minimize or avoid adverse environmental effects. The selection of alternatives to a proposed project is determined by taking into account the nature of the specific project, its stated purpose and need, potential impacts, and the feasibility of potential alternatives. Consistent with SEQRA, a No-Action Alternative will be considered. Additionally, the FSOW has been revised to reflect the inclusion of a Lower Density Alternative in the Alternatives analysis in the EIS, which would not be developed pursuant to a rezoning without the transfer of development rights from Hudson River Park.

Miscellaneous

C.68 Would the buildings be passive houses? (Brewer)

Response: The EIS will provide an analysis of greenhouse gas emissions generated by project operations and project-related mobile sources and an assessment of the project's energy consumption and consistency with the City's established GHG reduction goal. Future development at the Development Sites under With-Action conditions will comply with the 2020 Energy Conservation Construction Code of New York State and 2020 New York City Energy Conservation Code, which govern performance requirements for heating, ventilation, and air conditioning systems, as well as

the exterior building envelope of new buildings. As a result, future development at the Development Sites will comply with the requirements of Local Law 97. However, it is not anticipated that the Proposed Projects would be designed as passive houses.

C.69 I don't want any shuttle buses and I am not a big supporter of parking. (Brewer)

Response: Comment noted.

C.70 My number one issue and CB 4's number one issue is that we would like to see more affordable housing units under MIH and sometimes that means working with HPD, finding out if their vouchers would be available. (Brewer)

Response: Comment noted.

C.71 Please study how the residents and workers of the proposed project will have access to food in general, and healthy and affordable options in particular. (CB4)

Response: The Development Sites are not located in a FRESH zone. However, the ability to access healthy food for residents and workers of the Proposed Projects is not an environmental impact within the scope of review under CEQR.

C.72 Please study the impact of new permanent residents, construction workers and permanent workers on neighborhood cleanliness and sanitation. (CB4)

Response: As discussed in the EAS, the Proposed Project would not result in significant adverse impacts on sanitation services in accordance with the *2021 CEQR Technical Manual*. Additionally, the EIS will include a discussion on the general practices of construction activities related to debris and hazardous materials.

C.73 Please study the use of bird-friendly glass and windows with a frit-dot pattern in all buildings. These materials will also make the buildings easier to heat and cool, reducing energy needs.(CB4)

Response: Comments noted. Pursuant to Local Law 15 of 2020: Bird Friendly Building Design (effective January 10, 2021), new buildings must comply with bird friendly design construction requirements. These requirements include the use of bird-friendly materials, and the Proposed Projects will comply with all applicable requirements.

Appendix D: Written Comments on the Draft Scope of Work

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JESSICA CHAIT
Chair

JESSE R. BODINE
District Manager

February 10, 2025

Daniel Garodnick
Chair
Department of City Planning
120 Broadway, 31st Floor
New York, NY 10271

Re: Draft Scoping of Work/ Proposed Projects at 629 West 54th and 801 Eleventh Avenue (55th/56th)

Dear Chair Garodnick,

On December 15, 2024, an Environmental Assessment Statement was filed for a proposal to develop two sites in the Special Clinton District (CL): a 42-story, mixed-use residential and commercial building at 629 West 54th Street and a 38-story, mixed-use residential and commercial building at 801 Eleventh Avenue (55th/56th).

The project area ("Project Area") and its surroundings are located within the Special Clinton District, which was created to preserve and strengthen the residential character of a community bordering midtown, maintain a broad mix of incomes, and ensure that the community is not adversely affected by new development. Development Site 1 is located in the C2 Subdistrict of the Special Clinton District and Development Site 2 is located in the C1 Subdistrict.

The applicants ("Applicants") for the proposed project, 801 11th Avenue LLC, declined to attend Manhattan Community Board 4's (MCB4) regularly scheduled January 8, 2025 meeting of the Clinton/Hell's Land Use Committee (C/HKLU) to present the proposal for public review.

Since an Environmental Impact Statement Public Scoping is in progress in preparation for a Draft Environmental Impact Statement (DEIS) on the proposed project, the C/HKLU committee prepared comments on the technical areas to be analyzed in the DEIS, identifying issues to be addressed, including potential impacts and studies needed to better inform decisions.

At its regularly scheduled Full Board Meeting on February 5, 2025, Manhattan Community Board 4 by 43 in favor, 0 opposed, 1 present but not eligible to vote, and 0 abstaining, voted to submit the following comments on the technical areas to be analyzed in the DEIS.

PROPOSED PROJECT BRIEF

Proposed Actions

The Proposed Project area is currently in M2-3 (CL) and M2-4 (CL) zoning districts and no residential uses are permitted as-of-right. The Applicants wish to pursue a mixed-use residential and commercial development ("Proposed Projects") by mapping a commercial C4-7 district, which has an R10 residential district equivalent. The Applicants hold that a replacement of the existing manufacturing districts with a high-density commercial district permitting residential uses would allow for the development of new housing (including affordable housing) in an area of Hell's Kitchen with a dense, mixed-use character at a location in close proximity to public open space including DeWitt Clinton Park and the Hudson River Park.

The actions ("Proposed Actions") to facilitate the Proposed Project also include proposed zoning map amendments to map the Special Hudson River Park (HRP) district on the Rezoning area and the portion of the granting sites not already mapped within the Special Hudson River Park District; zoning text amendments to identifying granting and receiving sites within the Special HRP District; and, zoning special permits under ZR Section 89-21 to transfer floor area from the designated granting sites to the development sites.

The proposed actions also include mapping a Mandatory Inclusionary Housing (MIH) area coterminous with the proposed C4-7 (CL) (HRP) district. The proposed MIH area would ensure permanent affordability is included in the Proposed Projects.

As well the Proposed Actions include a use-related zoning text amendment to allow auto showroom uses with repair and the preparation of motor vehicles for the delivery as permitted uses in the Proposed Project area. The text amendment is necessary, according to the Applicants, to continue allowing auto showroom uses within the Proposed Project Area to include, as under the existing zoning, repair and preparation of motor vehicles for delivery.

PROPOSED PROJECT SITES

The Applicants intend to construct two buildings: a 42-story, mixed-use residential and commercial building on Development Site 1; and a 38-story, mixed-use residential and commercial building on Development Site 2.

Site 1

Development Site 1 occupies the western portion of Block 1102 and has approximately 201 feet of frontage along Twelfth Avenue and 175 feet of frontage along West 54th and West 55th Streets. Site 1 has a total lot area of 35,145.25 square feet (sf). It is improved with a six-story, 82-foot-tall commercial car dealership building with a total built area of approximately 152,375 gross floor area (gsf). The building was constructed in 1930.

The building on Development Site 1 would contain a total of approximately 617 Dwelling Units (DUs), of which 154-185 units would be designated as permanently affordable pursuant to MIH and 113,990 gross floor area (gsf) of commercial auto dealership space.

The proposed building on the Development Site 1 would rise to a roof height of 525 feet with a maximum height of up to 565 feet including a 40-foot mechanical bulkhead. The maximum base height would be 182 feet along West 54th Street and West 55th Street, after which a 10-foot setback from West 54th Street and a 15-foot setback from West 55th Street would be provided before reaching the maximum building height.

The maximum base height along Twelfth Avenue would be 68 feet. The commercial use would occupy the first through third floors, and the residential use would occupy the fourth through 42nd floors.

Site 2

Development Site 2 occupies the eastern portion of Block 110 and has approximately 201 feet of frontage along Eleventh Avenue, 100 feet of frontage along West 55th Street, and 150 feet of frontage along West 56th Street. Site 2 has a total lot area of approximately 26,830 sf, and is occupied by two buildings that have been operated as a single commercial car dealership, including a two-story, roughly 50-foot-tall building and a three-story, roughly 35-foot-tall building, with a total built area of approximately 57,805 gsf.

The buildings were constructed in 1920, and the northern building was enlarged in 2011. Development Site 2 is mapped in a M2-3 district within the C1 Subdistrict of the Special Clinton District (CL). The building on Development Site 2 would contain a total of approximately

477 DUs, of which 119-143 units would be designated as permanently affordable pursuant to MIH) and 85,760 gsf of commercial auto dealership space.

The proposed building on Development Site 2 would rise to a roof height of 485 feet with a maximum height of up to 525 feet including a 40-foot mechanical bulkhead. The maximum base height would be 120 feet, after which a 10-foot setback from Eleventh Avenue and 15-foot setbacks from West 55th Street and West 56th Street would be provided before reaching the maximum building height. The commercial use would occupy the first through third floors and the residential use would occupy the fourth through 38th floors.

COMMENTS

LAND USE, ZONING, AND PUBLIC POLICY

Please Study*: Please study an Alternative Proposal of development on these lots without added bonuses, meaning one that was not a receiving site of development rights from Hudson River Park, nor with the additional residential FAR. We need to understand the incremental difference of impacts between what could be built with a simple zoning change to a commercial zone versus what they plan to build as a receiving site with a 14 FAR.*

Rising sea levels and increases in storm surge and coastal flooding are the most immediate threats in New York City for which site-specific conditions can be assessed, and an analysis of climate change may be deemed warranted for sites located within the current 100-or 500-year flood zone, as delineated in the FEMA PFIRMs, or within future 100-year flood zones as projected by the New York City Panel on Climate Change, as appropriate. Development Site 1 is partially located in the current 500-year flood zone. Therefore, a preliminary assessment of climate change is warranted.

Please Study: ***Please study a plan to address potential flooding in the area due to higher temperatures and rising seas. This should include awareness of current and future flooding potential, especially given the proximity to the Hudson River. This should also include working with the different City and State agencies considering long-term solutions to flood resiliency, including large-scale projects providing coastal protection.***

SOCIOECONOMIC CONDITIONS

Overall Scope

The Socioeconomic Conditions section focuses on the potential "indirect residential displacement" noting that the Proposed Actions would not result in development meeting the City Environmental Quality Review (CEQR) thresholds warranting analyses of (1) direct residential displacement, (2) direct business and institutional displacement, (3) indirect business and institutional displacement, and (4) adverse effects on a specific industry.

Please Study: ***We recommend that the DEIS still include an explanation of how these other types of displacement were deemed not to meet the CEQR thresholds before focusing primarily on the indirect residential displacement analysis.***

Maximum Residential Scenario

The scope of work (SoW) for the DEIS notes that the Maximum Residential Scenario (i.e., a development scenario with increased residential density beyond 12.0 FAR) will be analyzed as the Reasonable Worst-Case Development Scenario (RWCDS) for indirect residential displacement impacting socioeconomic conditions.

Please Study: ***It would be helpful if the DEIS included a brief description of what this scenario entails, including the scale and type of development anticipated and a detailed explanation of the criteria used to determine whether and how the Proposed Actions would introduce or accelerate a trend of change in socioeconomic conditions in the area.***

Data Source

Understanding that the analysis will use most recent available U.S. Census data and current real estate market data —

Please Specify ***the exact data sources used (e.g., links or citations of databases or reports) in the DEIS to ensure transparency and credibility of the analysis.***

Trend Analysis

In the step regarding the determination of whether the study area has already experienced a trend toward increasing rents —

Please Specify ***the timeframe over which this trend will be assessed for accuracy and context and consider including a discussion of potential confounding factors that could influence rent trends, such as broader economic conditions or policy changes.***

Detailed Analysis

The draft mentions that a detailed analysis will be conducted *if* the preliminary assessment reveals potential for the Proposed Actions to introduce a trend of change in socioeconomic conditions. It would be beneficial for the community to know the criteria or thresholds that would trigger this detailed analysis in the DEIS.

Please Include: ***in the DEIS a brief description of what such analysis would entail, including any additional data sources or methodologies for community awareness and understanding.***

COMMUNITY FACILITIES AND SERVICES

The potential impact of 2,087 incremental residents on neighborhood schools requires analysis. The nearest elementary school, located at 440 West 53rd Street, is at capacity serving both neighborhood residents and families living in shelters within the school zone.

Please study***: Please explore the potential number of 3K, Pre-K and K-5th grade seats needed.***

Please study***: Please explore the potential number of middle school seats needed.***

Please study***: Please explore the potential rezoning of elementary schools to accommodate the increase in students.***

Please study***: All New York City Public Schools must adhere to the Class Size Law (requiring the reduction of all class sizes by 2028). Please study what effect this will have on the need for more space and teachers in elementary and middle schools.***

The draft claims the Proposed Actions "do not have the potential to result in significant adverse environmental impacts related to police, fire, and healthcare services, and thus no further analyses of police, fire, and healthcare services are warranted." However, the Midtown North Precinct, to cite just one example, is not up to full strength and already covers the wide and dense residential, business, and tourist area from the Hudson River to Lexington Avenue, 44th to 57th Streets.

Please Study: Please provide a study confirming that police, fire, and healthcare services will be able to adequately serve the several thousand new residents and workers which will be added to the district.

OPEN SPACE

The Proposed Actions could introduce up to 2,087 incremental residents (under the Maximum Residential Scenario) and up to 691 incremental workers (under the Maximum Commercial Scenario). As these increments are above the respective 200-resident and 500-non-resident CEQR thresholds an analysis of potential indirect effects on residential and non-residential open space is warranted.

The draft states the Proposed Actions "would allow for the development of new housing … in close proximity to public open space including DeWitt Clinton Park… and at the same time facilitate the transfer of floor area from Hudson River Park to the Development Sites and thereby generating funding for the repair and rehabilitation of Pier 76 and/or other capital projects within the Manhattan Community District 4." DeWitt Clinton Park is directly across the street from Development Site 1while the Hudson River Park is located west of the Project Area, across an eight-lane, 150-foot wide arterial highway and the development sites are miles away from the Proposed Projects.

Please Study: ***Please provide an analysis of the impact of 2,000 new residents on the adjacent DeWitt Clinton Park, the green space most likely to be the open space utilized by the new residents, and the additional costs associated to preserve and enhance the park with this additional use.***

Please Study: ***As children use a park that is literally right across the street from one of the proposed development sites, please study measures which will be in place to ensure the safety of park goers, especially families and children, during construction.***

Please Study: ***Please provide a plan for improving the sites with community greening, including the feasibility of planting of trees on all sidewalks which abut the sites.***

SHADOWS

The proposed building on Development Site 1 would reach up to 525 feet tall (roof height), and the proposed building on Development Site 2 would reach up to 485 feet (roof height). For conservative analysis of shadows, it is assumed that the building would have an additional bulkhead of up to 40 feet, resulting in a bulkhead height of 565 feet on Development Site 1, and

525 feet on Development site 2. Therefore, a shadows assessment is warranted.

Please Study: ***Please study potential shadow impacts on all surrounding areas, including De Witt Clinton Park and Hudson River Park, for all daylight hours and during all seasons.***

URBAN DESIGN AND VISUAL RESOURCES

Please Study: ***Please study the feasibility of designing and planting a robust street tree canopy and vertical greenery to provide both important environmental benefits and a pleasing aesthetic.***

HAZARDOUS MATERIALS

Because the Proposed Actions would result in new in-ground disturbance in an area that was historically zoned for manufacturing, an assessment of hazardous materials is warranted. As both historically, currently and planned once completed, there have been, are, and may be auto facilities that house cars, perform maintenance and service of cars including gas and oil (and leaks), and there will also be discharge from automobiles.

Please Study: ***Please study the potential impact of hazardous materials, including but not limited to gas, oil, and exhaust discharge, on the surrounding community, including nearby park areas frequented by families and children, as well as on nearby residential buildings and any commercial facilities.***

Please Study: ***Please study the potential impact on ground water***

Please Study: ***Please study the soil to see if there are contaminants and if so, what their impact would be on the community.***

Please Study: ***Please study mitigation efforts would be necessary during and after construction to reduce the impact of hazardous materials.***

WATER AND SEWER INFRASTRUCTURE

The proposed project is located in a combined sewer area and would result in at least 1,000 residential units or 250,000 square feet or more of commercial space in Manhattan. The Maximum Residential Scenario exceeds the 1,000-unit threshold in Manhattan. A preliminary assessment of wastewater and storm water conveyance is warranted.

Please Study: ***Please study the impact on wastewater and storm water on the City's sewage infrastructure both during construction and on completion of the projects.***

TRANSPORTATION

Cumulative Impact

A comprehensive congestion impact study on Eleventh Avenue, spanning from 50th to 59th Streets, is essential.

Please Study: ***Please undertake a congestion impact study focused on traffic, noise, and environmental implications during both peak and off-peak hours during construction.***

Please Study: ***Please study the impact of construction on traffic patterns and any re-routing of traffic in the community and any impact on the West Side Highway.***

Public transit

As the Draft Scope of Work notes, the project location is far enough from the nearest subway station that many trips generated by residents of the project buildings will likely be by bus.

Please Study: ***Please undertake a collaborative plan with the MTA to address potential delays and overcrowding on local bus routes, especially studying plans for a potential increase of the frequency of the M12.***

Pedestrian Impact

There will be increased pedestrian volumes, especially on 54th, 55th, and 56th Streets and along Eleventh and Twelfth Avenues.

Please Study: ***Please study the possibility of sidewalk widenings to compensate for where the existing sidewalk may be narrow.***

Please Study: ***Please study opportunities to make crossing over to Hudson River Park safer for the new residents as well as for all residents in the area.***

Please Study: ***Please study a pedestrian safety plan.***

Please Study: ***Please study a plan for consulting and communicating with the community if and when construction necessitates blocking streets or sidewalks.***

Bike infrastructure

It is likely that many recreational and delivery bikers will use the bike lanes on 54th and 55th Streets and on Eleventh Avenue to cut over to the Hudson River Park bike path or to deliver to the buildings in the Proposed Project.

Please Study: ***Please explore the feasibility of incorporating ample, secure bicycle parking and work with the DOT on measures to harden the bike lanes on 54th and 55th Streets and on 11th Avenue***

Please Study: ***Please study if and how the concurrent construction of the Port Authority Redevelopment will interact with the impact on transportation/traffic of this project, and develop mitigation plans accordingly.***

AIR QUALITY

The Proposed Actions would result in an increased demand for heating, ventilating, and air conditioning (HVAC) as well as additional project-generated vehicle trips (including emissions that result from construction equipment, delivery trucks, fugitive dust, and worker vehicles). Therefore, the Proposed Actions have the potential to result in significant adverse air quality impacts, and an analysis will be included

Please Study: ***Please study air quality impacts from project-generated vehicle trips, as well as heat and hot water systems.***

Please Study: ***Please study impacts on air quality from on-site construction emissions and off-site mobile source emissions that result from construction equipment, delivery trucks, fugitive dust, and worker vehicles***

Please Study: ***Please study an asbestos and other hazardous materials remediation plan, including an emergency exposure plan for all residences within the 1/2-mile radius. This should go beyond merely developing measures to "minimize potential exposure."***

Please Study: ***Please study the traffic delays resultant from the project, especially during construction. Those delays will translate into engine idling with further negative impacts on air quality. Please analyze those impacts and provide quantitative results. Similarly, concrete***

delivery trucks will also queue and idle, further affecting air quality. Please analyze those impacts and quantify the results. Idling for hours will affect air quality. Where will the cement trucks be queued up?
Please Study: ***Please study the use of low carbon and carbon negative building materials for all elements of the proposed project. Please also study incorporating CO_2 capturing building materials.***

Please Study: ***Please study the air quality impact of construction on De Witt Clinton Park and Hudson River Park and the families and children using these parks.***

GREENHOUSE GAS EMISSIONS AND CLIMATE CHANGE

Development under the Proposed Actions would exceed the 350,000-square-foot threshold for greenhouse gas emissions assessment in the 2021 CEQR Technical Manual. Therefore, GHG emissions generated by project operations and project-related mobile sources will be quantified, and an assessment of the project's energy consumption and consistency with the City's established GHG reduction goal will be performed as part of the EIS. GHG emissions from construction will be assessed qualitatively.

Building energy use accounts for nearly two thirds of New York City's greenhouse gas emissions, but we seldom have a good picture of individual building energy performance.

Please Provide: ***Please provide confirmation that the Proposed Project will comply with Local Law 33 of 2018/Local Law 95 of 2019 requiring owners of certain buildings over 25,000 square feet to obtain the Building Energy Efficiency Rating labels and display them near building entrances.***

Please Provide: ***Please provide confirmation that the Proposed Project is meeting the requirements of Local Law 97 of the Climate Mobilization Act (CMA) which requires most buildings over 25,000 square feet to meet greenhouse gas emissions limits.***

NOISE

The proposed project would generate mobile or stationary sources of noise or would be located in an area with high ambient noise levels. Mobile sources include vehicular traffic; stationary sources include playgrounds, rooftop equipment, such as emergency generators, cooling towers, and other mechanical equipment

Please Provide: ***Please provide a noise analysis showing that the mechanical equipment will not result in any significant increases in noise levels, either by itself or cumulatively with other project noise sources.***

Please Study: ***Please study the potential impact of construction high decibel levels.***

Please Study: ***Please study the noise impact of construction on a wide area around the construction sites. Mitigation measures must extend to residential uses in that area.***

Please study: ***Extraordinary construction related traffic delays caused by construction will generate traffic backups. MCB4 has experienced that serious traffic backups create impatient motorists and significant car horn honking. This impact should be studied, quantified and mitigated with enforcement personnel and noise surveillance cameras.***

Please study: ***Please study the impact to tenants and commercial users of buildings, once completed, of noise from the West Side Highway.***

Please study: ***Please study the impact of noise on surrounding parks.***

Please study: ***Please study the mitigation on noise during construction.***

PUBLIC HEALTH

The goal of CEQR with respect to public health is to determine whether adverse impacts on public health may occur as a result of a proposed project, and if so, to identify measures to mitigate such effects. The following technical areas require a detailed analysis: Air Quality; Hazardous Materials; Noise. These can have a significant adverse impact on Public Health.

This project will add thousands of new residents, workers and visitors who may at one time or another need to make use of all aspects of patient care and public health, such as medical, dental and behavioral health, including geriatric, intensive care, labor and delivery/ OB-GYN, pediatric, primary care (inpatient and outpatient), psychiatric, and emergent, trauma and surgical care. This should be planned for and studied based on the current reality and situation of public health in 2025.

Even though Mount Sinai West is a hospital located nearby, it is well known that the number of hospitals has been reduced over the years in New York State and New York City. Over 50 hospitals have closed across NYS since 1996, with more than a third occurring in New York City. The ability to obtain timely doctor appointments and patient services, depending on the specialty needed, is a concern and an important issue.

Please Study: ***Please provide an analysis of what impact thousands of new residents might have on the potential health care demands (see paragraphs above), including the use of emergency services, of the community. Please include in the analysis the impact on the district of the recent impending closure of the Beth Israel Hospital and Emergency Room.***

Please Study: ***Given the influx of new permanent tenants, office workers and daily visitors, please study the availability and accessibility of public transportation to medical, behavioral health, and dental facilities.***

Please Study: ***Given the influx of new permanent tenants, office workers and daily visitors, please study the impact on the ability to obtain timely doctor appointments and patient services, both for existing residents and the new ones.***

Please Study: ***Please study the impact on the current EMS catchment area and its EMS station ability to provide emergency services.***

Please Study: ***Please study the response time of EMS, FDNY, and NYPD to each of the sites and, as necessary, to the nearest appropriate hospital (such as for Trauma).***

Please Study: ***Please study the public health impact of the adverse air quality, both during construction and upon completion, especially as relates to asthma and allergies.***

Please Study: ***Please study how the residents and workers of the proposed project will have access to food in general, and healthy and affordable options in particular.***

Please Study: ***Please study the impact of new permanent residents, construction workers and permanent workers on neighborhood cleanliness and sanitation.***

CONSTRUCTION

Construction resulting from the Proposed Actions is expected to last longer than two years, and may involve the closing, narrowing, or otherwise impeding of traffic, transit, or pedestrian elements and there is the potential for several construction timelines to overlap. Therefore, the Proposed Actions have the potential to result in significant adverse construction impacts, and additional analysis will be included in the EIS.

Please Study: ***Please study the use of bird-friendly glass and windows with a frit-dot pattern in all buildings. These materials will also make the buildings easier to heat and cool, reducing energy needs.***

Please Study*: Please provide detailed plans for managing construction-related traffic, emphasizing minimizing disruption and ensuring resident safety as well as minimizing noise for Dewitt Clinton Park users.*

Please Study: *Please study a plan to control and contain and remove construction debris.*

Please Study: *Please study a rat abatement plan.*

Please Study: *Please develop a plan to work with the nearby community and Community Board 4 during the construction phase to keep the community, and the developers, informed of any potential problems so they can be quickly resolved.*

Please Study: *Please study the impact the construction schedule will have on the surrounding area in general, and on current and planned future construction in a 2-mile surrounding radius, up to the point of planned completion of this proposed project. For example, the impact on the construction on Pier 94.*

Please Study: *Please study a plan for consulting and communicating with local schools and social service programs on pedestrian safety during construction.*

Please Study: *Please study developing and implementing a complementary public safety and social services plan to manage scaffolding and construction site conditions.*

Please Study: *Please study the impact construction will have on nearby NYC Sanitation facility and salt storage units*

CONCLUSION

MCB4 wishes to thank DCP in advance for considering and addressing the Board's comments. Discussing these matters early in the public process and prior to beginning a formal review process in ULURP, is key in building public and community support. We look forward to working with DCP as this project continues to be developed. We also, should the project go forward, look forward to an appearance of the applicants before the Hell's Kitchen Land Use Committee.

Sincerely,



Jessica Chait
Chair
Manhattan Community Board 4



Jean Daniel Noland
Co-Chair
Clinton/Hell's Kitchen Land Use Committee



Paul Devlin
Co-Chair
Clinton/Hell's Kitchen Land Use Committee

Cc: Hon. Gale A. Brewer, NYC Council Member
Hon. Mark Levine, Manhattan Borough President

THE CITY OF NEW YORK

DEPARTMENT OF CITY PLANNING

----------X

Dewitt Clinton Park North

(801 Eleventh Avenue & 629 West 54th Street)

PUBLIC SCOPING MEETING

----------X

NYC DCP

December 30th, 2025

2:00 p.m.

B E F O R E:

STEPHANIE SHELLOOE,

THE CHAIR, NYCDCP

A P P E A R A N C E S:

NAME	AFFILIATION	PAGE
STEPHANIE SHELLOOE	Director NYC DCP	3
WESLEY O'BRIEN	FriedFrank	12
JASON DIAZ	VHB	20
GALE BREWER	New York City Council	30
PAUL DEVLIN	Manhattan CD 04	32
CARLO CASA	New York Building Congress	36

P R O C E E D I N G S

THE CHAIR: Good afternoon and welcome. You are tuning in to the remote public scoping meeting for the DeWitt Clinton Park North application, also known as 801 Eleventh Avenue and 629 West 54th Street. For ease, I will continue to refer to this application as DeWitt Clinton Park North. The City Environmental Quality Review or CEQR number for the proposal is 25DCP049M.

My name is Stephanie Shellooe, and I'm the Director of the New York City Department of City Planning's Environmental Assessment and Review Division or EARD. Evren Ulker-Kacar, Deputy Director, and Tom Smith, Senior Program Manager for Neighborhood Studies and Special Projects, will co-host today's meeting. In the event of any technical challenges on my end, Evren or Tom will take over hosting this meeting on my behalf.

We appreciate everyone making time to join this meeting today and we do appreciate your patience if we run into any technical difficulties.

I also want to emphasize that we will hear from everyone who wishes to speak today,

and the meeting will remain open until everyone who wishes to speak has had an opportunity to do so. We also welcome written comments on this item and we'll accept written testimony through 5:00 p.m. on Monday, February 10th, 2025. And we provide written comments with the same attention and consideration as any comments that will be provided live today at this meeting.

Next slide.

Thank you. Again, we'll now proceed to the public scoping meeting for the DeWitt Clinton Park North application. For the record, let me note that the City Environmental Quality Review, or CEQR application number, again, is 25DCP049M. Today's date is January 30th, 2025, and the time is approximately 2:02 p.m.

Next slide.

Again, I'm Stephanie Shellooe, Director of EARD with the New York City Department of City Planning, and I will be chairing today's scoping meeting.

The Department of City Planning is acting on behalf of the City Planning Commission as lead agency for this application. As the lead

agency, the department will be responsible for overseeing the preparation and review of the proposals Environmental Impact Statement, or EIS.

Next slide.

Joining me are several colleagues from the Department of City Planning. As I mentioned; Evren Ulker-Kacar, deputy director of EARD; and Tom Smith, senior advisor for Neighborhood Studies and Special Projects and the Community Planning and Engagement Division; Andrew Martini is the Environmental Assessment and Review Division Project Manager from the department's Manhattan office. We also have Abigail Ryder and Andy Cantu of the Borough Office team. We also have several DCP staff members working in the background to ensure that today's meeting runs smoothly, so many thanks to them.

Next slide.

Together we're here to receive your comments on the Draft Scope of Work for the DeWitt Clinton Park North proposal. The Draft Scope of Work identifies the subjects to be analyzed in the upcoming Draft Environmental Impact Statement, or DEIS, and describes the methodologies

that will be used in those analyses. The Draft Scope of Work materials are available on the Department of City Planning's website.

Next slide.

The purpose of today's scoping meeting is to allow for public participation in the preparation of the DEIS at the earliest stage possible in the environmental review process. Specifically, scoping allows the public to help shape the DEIS before it is written. Toward that end, the department, as lead agency, will receive verbal testimony on the draft scope of work today from elected officials, government agencies, representatives from the local community board, and the public.

As I mentioned, we also welcome written comments on the Draft Scope of Work, and those comments can be submitted through Monday, February 10th, 2025, at 5:00 p.m.

Next slide.

At the end of the written comment period, the department will review all comments, those that we hear today as well as any written comments that we receive. After carefully

reviewing all of these comments, the department will decide what changes, if any, need to be made to the Draft Scope of Work and we will issue a final scope of work. It's the final scope of work that serves as the basis for preparation of the DEIS.

Next slide.

Today marks the beginning of the written comment period, as I mentioned, for the Draft Scope of Work and no decisions will be made today regarding the scope. The purpose of today's meeting, again, is to allow the public to provide their comments about the Draft Scope of Work, allow the department to hear those comments, and hear all voices that are interested in being heard today.

Next slide.

I'll now focus on the structure of today's meeting, which will be divided into three parts.

During the first part, the applicant team will provide a brief presentation of the DeWitt Clinton Park North proposal, followed by a brief summary of the environmental review's Draft Scope of Work. This will be about 20 minutes.

During the second part of the meeting, the department will hear testimony from elected officials, government agencies, and members representing the community board.

During the third and final part of the meeting, we'll receive testimony from members of the general public.

Next slide.

Onto a few logistics. If you do wish to speak and plan to access the meeting online using a computer, tablet, or smartphone, please remember to register online on the DeWitt Clinton Park North public scoping meeting page on the NYC Engage Portal. You can access this at www.nyc.gov/nycengage. A link to join us and provide your testimony will be emailed to you after you've completed the registration process on the NYC Engage portal, and you'll be added to our speakers list.

Next slide.

When it is your turn to speak, your name will be called and you'll be promoted to panelist. This will allow you to unmute your microphone and the ability to turn on your camera

if you wish. There will be a short period that it appears you're no longer in the meeting, don't be alarmed, you'll automatically rejoin the meeting as a panelist. At that time, you'll be asked to convey your remarks. To allow to hear from everyone who wishes to speak, we ask you to limit your remarks to three minutes. If you're joining us online, a three-minute countdown clock will be visible on the screen to you, and at the three-minute mark, your time will expire and we will ask you to conclude your remarks.

Please note that it does take a moment to promote panelists, so we ask for your patience, and if you do choose to turn on your camera, you will be visible to those in this meeting.

Next slide.

An additional note of instruction, for those of you joining us by phone, if you wish to provide testimony via telephone, please select *9 when I prompt you to do so. Please listen for me to call out the last three digits of your phone number, at which point you'll be given the temporary ability to share your testimony. You'll

need to press *6 to unmute your telephone and we'll be able to hear you speak at this meeting, and when your testimony is complete or your three minutes have expired, whichever comes first, you'll need to press *6 again to mute yourself.

We encourage everyone to -- dial-in participants who do wish to provide testimony to register using our dial-in participant hotline that was visible at the beginning of the screen and available on NYC Engage. Note that muting and unmuting speakers does take a moment, so we appreciate your patience.

Next slide.

On to time limits. Speakers of the general public are given three minutes to provide their testimony. There are a few exceptions to this limit. Elected officials, for example, are given the courtesy of jumping to the front of the queue and are not limited to three minutes. For anyone of you joining us on the live stream and you wish to testify, please be mindful of potential background noise during your testimony. Make sure that the live stream is muted before you be in your testimony to avoid hearing an

echo.

Next slide.

If you wish to submit written testimony either, instead of, or in addition to any verbal testimony, it can be submitted to us at the Department of City Planning. The mailing address for these comments is 120 Broadway, 31st floor, New York, New York, Attention Stephanie Shellooe.

We also have an email address set up to receive comments on this proposal, if you prefer. The email for that is 25DCP049M_DL@planning.nyc.gov. as shown on the screen here. This information can also be found on the NYC Engage portal and the DCP website at nyc.gov/planning. Again, as a reminder, written comments will be accepted through Monday, February 10th, 2025 at 5:00 p.m.

Next slide.

All right. We will now move on to the application. Again, if you have any questions, please visit nyc.gov/nycengage for instructions on how to participate or provide testimony if you missed our instructions at the top of this meeting.

I will now turn it over to Wesley

O'Brien at the applicant team who will be followed by the environmental consultant to summarize the Draft Scope of Work. Wesley, over to you.

MR. O'BRIEN: Yes, thank you. Good afternoon. I'm Wesley O'Brien of FriedFrank, land use counsel to the applicants.

As Stephanie mentioned, we are here to discuss the environmental review that will be conducted in connection with two rezonings and special permits. These actions are being proposed in order to facilitate the development of two new mixed-use, predominantly residential buildings, providing affordable housing pursuant to the mandatory inclusionary housing program.

These actions are -- additionally, these actions will allow for the purchase of unused floor area from the Hudson River Park, which will generate funding for repairs and renovations of the Park.

Next slide.

The two sites are 629 West 54th Street, and 801 Eleventh Avenue, each shown here in red. The sites are separately owned with the 54th Street site owned by 760 12th LLC, which is an

affiliate of Friedland Properties, and the Eleventh Avenue site being owned by 801 Eleventh Avenue, LLC, which is an affiliate of the Chapman Group.

Accordingly, there will be two independent land use applications filed as -- but as reflected in the Draft Scope of Work, the potential effects of the two projects will be jointly reviewed and a single EIS.

Next slide.

The 54th Street site outlined to the left is currently mapped in an M2-4 zoning district within sub-area C2 of the Special Clinton District. The Eleventh Avenue site outlined in red to the right is currently in an M2-3 district within sub-area C1 of the Special Clinton district.

Note that the rezoning area around the Eleventh Avenue site outlined in green includes a small portion of the adjacent Lot 23. Although this area would be rezoned under the proposed actions, special regulations would continue to apply the existing M2-3 zoning on the adjacent site, unless it is subsequently subject to its own special.

Next slide.

This slide shows the existing conditions at the 54th Street site, where there is currently a six-story, 82-foot-tall commercial auto dealership building constructed in 1903.

Next slide.

This slide shows the existing conditions at the Eleventh Avenue site, where there are currently two buildings that have been operated as a single commercial auto dealership, including a two-story approximately 50-foot-tall building and a three-story approximately 30-foot-tall -- 35-foot-tall building constructed in 1920. This site is currently vacant.

Next slide.

This slide lists the proposed zoning actions that would facilitate the new developments. Starting with the zoning map amendments, each site is proposed to be rezoned to C4-7, and the development sites and the granting sites in Hudson River Park are all proposed to be mapped within the special Hudson River Park District.

Next.

The zoning text amendments. The

zoning text amendments will define the granting and receiving sites within the special Hudson River Park District regulations and will designate the development sites as mandatory inclusionary housing areas. This will require, for example, that 25 percent of the residential floor area be affordable at an average of 60 percent AMI or that 30 percent of the residential floor area be affordable at an average of 80 percent of the AMI.

Text amendments will also allow for auto repair uses to be included in connection with auto showroom uses and will modify the floor area regulations to allow more than 12 FAR residential uses to be developed in conjunction with the special permits. The special permits will also be sought to allow for the transfer of approximately 84,349 square feet of floor area from Hudson River Park to the 54th Street site, and 64,392 square feet of floor area to the Eleventh Avenue site.

Finally, the special permits will also request modifications to the various bulk regulations.

Next slide. Next slide, please.

This slide provides a comparison of the permitted uses and floor area ratios under the existing and proposed zoning. Under the existing zoning, commercial and manufacturing uses are allowed on the sites. Under the proposed zoning, residential and community facility uses would also be permitted, but manufacturing uses would be prohibited.

Also, under the existing zoning, the maximum floor area ratio permitted within the M2-3 district, which is the Eleventh Avenue site, is 2.0. The maximum floor area ratio permitted within the M2-4 district, which is the 54th Street site, is 5.0. Pursuant to the C4 -- the proposed C4-7 and the special Hudson River Park District regulations, the maximum floor area ratio would be 10.0 or 12.0 with the provision of mandatory inclusionary housing. With the special permit to allow the -- to allow floor area to be transferred from Hudson River Park, the maximum floor area ratios on these sites would then be increased by 20 percent to 14.4.

Next slide.

The potential floor area granting

sites within Hudson River Park are outlined on this map and are Chelsea Piers, which includes Piers 59, 60, and 61 in the associated head house, and Piers 81, 83, and 98.

Next slide.

Together, these actions would allow for -- the transfer of approximately 148,741 square feet of unused zoning floor area from these sites.

It is anticipated that these transfers would generate funding for the repair and rehabilitation of Pier 76 or other capital projects within the community District Four section of Hudson River Park.

Next slide.

Turning now to the development sites. The proposed project at 54 -- at the 54th Street site would include 421,743 square feet of residential floor area, which would provide a total of 617 dwelling units, including between 154 and 185 permanently affordable units, pursuant to the mandatory inclusionary program. The proposed project would also include 84,349 square feet of commercial floor area, which is anticipated to be

developed as an auto showroom.

Next slide.

As shown here in elevation, the proposed project would include three stories of auto showroom use in the commercial base, with the residential floors located above. Building would have a maximum building height of 565 feet, including the bulkhead.

Next slide.

Near the 54th Street projects, massing is shown in an axon and metric view, along with other nearby buildings for context.

Next slide.

And this slide provides a rendering from a similar aerial view.

Next slide.

And finally, in this rendering, you can see the three-story auto showroom in the commercial base with the residential portions above. The residential lobby faces the Park and is located to the right-hand side of the site.

Next slide.

Turning now to the Eleventh Avenue site. The proposed project at this site would

include 321,958 square feet of residential floor area, which would provide a total of 477 dwelling units, including between 119 and 143 units of permanently affordable housing pursuant to the mandatory inclusionary housing program. The proposed project would include 64,392 square feet of commercial floor area, which is also anticipated to be developed as an auto showroom.

Next slide.

As shown here in elevation, the proposed building would also include three stories of auto showroom use in the commercial base and the residential floors will be located above. The proposed building would have a maximum height of 525 feet including the bulkhead.

Next slide.

As before, the proposed massing is shown in an axon and metric view, with other nearby buildings providing context.

Next slide.

Again, here's a rendering of a similar aerial view.

Next slide.

This is a rendering of the upper

portion of the -- of the building looking west towards the Hudson River.

Next slide.

And finally, in this rendering, we are looking at northwest across Eleventh Avenue and can see the main residential lobby entrance in the foreground.

Next slide.

And now I'll turn it over to Jason Diaz from VHB to discuss the environmental review and its analysis framework.

MR. DIAZ: Thank you, Wesley. Good afternoon everyone. My name is Jason Diaz, and I'm a Senior Environmental Planner with VHB, the environmental consultant for the EIS.

The framework for the EIS is based on the guidelines of the City Environmental Quality Review or CEQR Technical Manual. The EIS's Positive Declaration and Draft Scope of Work were published on December 30th, 2024, and the Draft Scope of Work sets the framework for the EIS, including a description of the methodologies for the technical areas that will be studied in the EIS.

As described earlier, this scoping meeting is an opportunity for the public to comment on the Draft Scope of Work. The feedback received on the Draft Scope of Work will be incorporated in a final scope of work and will also be reflected in the Draft EIS.

Next slide, please.

Consistent with the CEQR Technical Manual's guidelines, the EIS will analyze the difference between the no-action and with-action conditions and the analysis here of 2029. The no-action condition is the future condition that would be anticipated on the two development sites and in the surrounding area without the projects in 2029.

For both development sites, the 2029 no-action condition would be the continuation of the existing buildings. At 629 West 54th Street, the existing auto dealership uses would remain and at the 801 Eleventh Avenue site, the existing auto dealership buildings would be leased to new tenants.

The no-action condition in 2029 is projected as the future baseline, and then the

DeWitt Clinton Park North projects are added to this baseline and analyzed as the 2029 with-action condition.

Turning now to the with-action condition. To ensure that the analysis is considered, the reason or worst-case environmental impacts, the EIS will analyze one of two with action scenarios depending on the technical area being studied. These include what we're referring to as either the maximum commercial scenario or the maximum residential scenario.

Although the proposed projects would include auto dealership uses on the first three stories, this space could potentially be developed with other commercial uses as of right.

Accordingly, in certain technical areas, the EIS will include analysis of the maximum commercial scenario, which conservatively assumes a mix of commercial retail and office space on these floors.

Doing so would disclose the potential for greater effects, for example, with respect to traffic.

Alternatively, some of the

commercial space in the buildings' space could be developed with additional residential use -- residential units.

Accordingly, in certain technical areas, the EIS will include an analysis of this maximum residential scenario, which could also produce greater effects, for example, respect to school seats and publicly funded childcare facilities.

For each technical area, the scenario that would result in the worst-case environmental effects will be analyzed as the 2029 with-action condition.

As such, the Draft Scope of Work specifies the scenario that will be assessed for each technical area.

Finally, the increment between the no-action condition and appropriate with-action condition will be used to assess the effects of the projects and the potential for significant adverse environmental impacts.

Next slide, please.

This slide shows all of the technical areas that are proposed to be studied in

the EIS. The draft scope provides the detailed methodology for each technical area identified on this list.

As mentioned earlier, all the analysis will be prepared in accordance with the CEQR Technical Manual guidance, and several city and state agencies will also be involved in the review of the EIS technical analysis.

While all of these will be reviewed in the EIS, I will briefly describe some key areas of analysis.

For open space resources, the EIS will include a detailed assessment of the indirect effects on public open space as a result of the project. The assessment will consider effects from the new -- from new residential and worker populations at the development sites. This analysis will be conducted in coordination with the city's Parks Department.

For the transportation chapter of the EIS, a travel demand analysis will be conducted to determine how many trips will be created by the project, providing the framework for the transportation analysis. The trip generation

projections will be performed for the weekday a.m., midday p.m., and Saturday peak periods.

Based on the traffic projections, the travel demand analysis will identify intersections along streets to and from the development sites that will be analyzed during the peak hours. And a detailed analysis of traffic will be conducted at the intersections where most of the project-related trips are anticipated.

For the transit analysis, the EIS will include a detailed analysis of any subway station, individual subway route or bus lines identified in the travel demand analysis where the applicable CEQR Technical Manual threshold is exceeded.

Pedestrian analysis will be conducted along key walking routes between the development sites and subway stations, bus stops, and other attractions in the study area.

The EIS will also include a detailed analysis of parking to evaluate the offsite parking supply and utilization and its ability to accommodate the project's parking demand. The EIS will also consider the safety of

all roadway users, including pedestrian cyclists and vehicles. In doing so, several transportation agencies will be involved in the review of the transportation analysis, including City DOT and the New York City Transit.

For construction, a detailed analysis will be conducted, including quantitative assessments of the transportation network during construction, and the potential impacts from construction noise and air emissions.

There will be several chapters in the EIS that assess the effects of the new building forms, including urban design and visual resources and shadows. Specifically, the EIS will examine the compatibility of the project with the urban design and any visual resources found in the surrounding area.

In terms of shadows, the EIS will examine potential shadow impacts on sunlight-sensitive resources, which include any important natural features, publicly accessible open spaces, or historic features that are sunlight-dependent.

When assessing bulk and building

form for these technical areas, the EIS will analyze a maximum building envelope that would be permitted at each site where significant adverse impacts are identified, mitigation measures to reduce or eliminate the impacts to the fullest extent, practical -- practicable will be developed and evaluated in a separate chapter of the EIS.

Additionally, alternatives to the proposed projects will be identified and evaluated in the EIS so that decision-makers may consider whether alternatives exist that would minimize or avoid adverse environmental effects while achieving the goals and objectives of the proposed projects.

Consistent with CEQR, a no-action alternative will be considered. In addition, if any significant unmitigated adverse impacts are identified, a no unmitigated significant adverse impact alternative will also be considered, which would include an assessment of a project that would result in no unmitigated impacts.

Finally, the EIS will include a chapter assessing the effects of potential project permutations. Once any mitigation requirements are identified as a result of the -- of the cumulative

effects of the two proposed projects, this chapter will disclose how the effects -- how the effects would change if only one of the projects is ultimately built.

This concludes the summary of the Draft Scope of Work and the applicant team's presentation. We look forward to your comments on the Draft Scope of Work. Thank you very much. And with that, I will now turn it back over to Stephanie Shellooe of EARD. Thank you.

THE CHAIR: Thank you.

Next slide.

We will now move on to part two of the meeting, which -- at which time we will be receiving testimony from elected officials, people speaking on behalf of the community board, and government agencies. Just as a reminder, when it's your turn to speak, your name will be called and you'll be promoted to panelist.

This will allow you to unmute your microphone and the ability to turn on your camera if you wish to do so. There will be a short period that it appears you're no longer in the meeting, but you will automatically rejoin the meeting as a

panelist.

If speakers experience technical issues that prevent you from sharing your testimony, we'll pause, troubleshoot in the background and move on to our next speaker. We'll call you back if we're able to resolve any technical issues that are arising.

Please, remember that we do have how-to guides on the NYC Engage webpage for assistance. And the -- as noted on the bottom of this screen in red, if anyone is experiencing technical issues, you can either visit these how-to guides on NYC Engage website, or you can dial our dial-in participant hotline at 8778535247 and enter the meeting ID 6182377396. And when prompted for a password, dial one, and you'll receive one of our staff members for assistance.

All right. We will go to our speakers in this first group. First, we have Councilmember Gale Brewer. Council member, we will promote you to panelists in just a moment and you'll be given the opportunity to unmute and share your testimony.

Hi. Welcome.

MS. BREWER: Thank you very much. I'm going to be submitting for February 10th, but I want to just make a couple of comments.

I do want to thank the folks who presented to you, also presented to me. And obviously, I've done a lot of ULURPs in my life, so I am familiar with the process.

Just a couple of things. I will be working with Community Board IV. It's a very sophisticated community board, and I look forward to working with them on this issue. I understand that in addition to cars, which I very much support because they are union jobs, both the salesman and the repair, but I think there's also an opportunity for some retail. So I want -- I'll be discussing that, I hope.

The buildings are okay, they could be a little bit more interesting. They look like every glass and, you know, that is -- could be more interesting. I hope that is true. I want to know if they're passive house, that's something that's important to me. I have said this to the presenters before but I don't want any shuttle buses. I will look forward in the environmental

statement about shadows, and I'm not a big supporter of parking. I think that's not something that is discussable in the new City of Yes, but I want to understand that.

And of course, my number one issue and Community Board IV's number one issue would be, we understand exactly how much is available for affordable housing under MIH, but we would like more and sometimes that means working with HPD, finding if their vouchers are possible, etc. But I will be pushing for more affordable housing, even though I know what the mandate is under the current program.

So thank you very much. And I know also that there'll be the folks at Hudson River Park have been actually determined exactly how much they want to transfer over. Certainly they want money for Pier 76, so I know that and that's a very expensive pier. But that's still my understanding is under discussion. Thank you very, very much.

THE CHAIR: Thank you. Thank you, councilmember for making time today and for providing your testimony. We will look forward to

your written comments which will be responded to in our final scope of work. Thank you for joining.

Our next speaker in this group is Paul Devlin, who's speaking on behalf of the Local Community Board. Paul Devlin, we will promote you to panelists at this time for you to join us and provide your testimony.

MR. DEVLIN: Hello? Can you hear me? Hi, everyone.

THE CHAIR: Yes, welcome.

MR. DEVLIN: Thank you. And thank you to Council Member Brewer for the compliments about Community Board IV, and I'll echo a lot of her concerns. I'm the -- I'm Paul Devlin, Co-chair of the Clinton Health Kitchen Land Use Committee of Community Board IV. I appreciate the time today holding this meeting and listening to our issues.

We'll be submitting a longer, more detailed letter by February 10th, but I want to speak today to provide an overview of what to expect from us.

CB4 has long been an advocate for working to find solutions to building more housing. We are not shy about supporting creative and

innovative new housing in our district, in fact, a portion of this site is a component of our overall housing plan in which we call for thousands of new housing units.

With that said, we are also highly protective of the current residents of our neighborhood who go to school here, who play, shop, and worship here, and who rely on this being a safe, secure area. We work hard to ensure that with all this new development, we maintain a livability factor.

So here are a few issues we want to see addressed in the EIS.

First and foremost, we'd like to see an alternative proposal study of a development on these lots without added bonuses, meaning one that was not a receiving site of development rights from Hudson River Park, nor with the additional residential FAR.

We need to understand the incremental difference of impacts between what could be built with a simple zoning change to a commercial zone versus what they plan to build as a receiving site with a 14 FAR.

We have concerns about the proposed height of these buildings. Shadows cast onto the river in the early parts of the days, and the creation of a series of tall buildings adjacent to the river is a pattern we work to avoid. We prefer more bulk and lower height, especially as buildings work west towards the river.

We have concerns about the impact of thousands of new residents on our schools, parks, and playgrounds. This development is immediately north of DeWitt Clinton Park, which is currently in need of resources. Adding more families to this park needs to be better understood and park improvements must be considered.

We have concerns that this site is home to former car dealerships and repair shops, exposed to generations of petroleum products and hazardous materials seeping from vehicles. This must be thoroughly studied and understood, especially given the site's proximity to the estuary and public green spaces.

And of course, you all know we will be asking for a highly detailed analysis of the impacts on transportation. Notably the use of

sidewalks and bikeways, access to public transit, and vehicular congestion on our streets.

We look forward to working with you and this development team to make sure the new housing built in our neighborhood enhances our neighborhood, doesn't negatively impact our current residents, and welcomes new residents into our vibrant community. Thank you so much.

THE CHAIR: Thank you. Thank you for your testimony and for joining us today. And again, we'll look forward to receiving your written comments as well. Thank you very much.

All right. With these two speakers, this -- that was the end of those in the first group of speakers of elected officials, government agencies, and members speaking on behalf of the community board.

So at this time, we will move to part three of the public scoping meeting, where we will invite members of the general public to speak.

At this time, we'll also display our three-minute time tracker at this time. Thank you very much. When it's your turn to speak again, you'll be promoted to panelists, we'll allow you to

unmute your microphone and turn on your camera if you wish. We will ask folks to conclude their remarks when the three minutes have passed, and again, the instructions for how to anyone has technical concerns is available on the NYC Engage webpage.

All right. Now, we will turn to this group of speakers. The next speaker is Carlo Casa. Carlo, we will promote you to panelists at this time for you to provide your testimony. Hi, welcome.

MR. CASA: Hi. Thank you very much. Good afternoon. My name is Carlo Casa, I'm the Director of Policy and Research at the New York Building Congress. Thank you for the opportunity to speak today.

The Building Congress represents over 500 constituent organizations and over 250,000 skilled tradespeople and professionals dedicated to the growth and prosperity of our city. We strongly express our support for the Friedland Properties and Chapman groups DeWitt Clinton Park North mixed-use residential projects. These projects, a 42-story and a 38-story mixed-use residential

building are an essential step towards addressing our city's pressing housing crisis, while creating significant economic and community benefits.

Together, these developments would deliver nearly 2000 much-needed residential units, including over 270 permanently affordable units. In doing so, they advance the City of Yes initiatives goals of expanding the supply of quality housing in transit-rich neighborhoods. Our city's housing crisis requires precisely this type of large-scale, thoughtfully conceived development that supports economic growth, generates hundreds of construction jobs and will benefit local businesses.

Notably, the project's $48 million air rights purchase from the Hudson River Park Trust will fund critically needed infrastructure improvements for Hudson River Park, which benefits all New Yorkers.

We understand that the environmental review process may identify potential impacts that will require careful analysis and thoughtful mitigation measures. However, we are encouraged by the project team's record of

responsible planning.

As well-experienced firms, Friedland Properties and the Chapman Group are well-equipped to address the, these environmental considerations while delivering high-quality buildings that integrate seamlessly into the existing fabric of the neighborhood.

DeWitt Clinton Park North is a model for how projects can and should advance the creation of new housing and stimulate New York's economy. We are thrilled to support this project.

Thank you for your consideration.

THE CHAIR: Thank you. Thank you for joining us and for providing your testimony. Of course, if you would like to submit this in writing -- your testimony in writing as well, we will accept that also. Thank you.

All right. At this time, this was the -- all of the speakers that had registered to speak at this meeting at this time, so we are going to see if anyone wishes to join by taking a five-minute recess to allow anyone who may be watching our live stream on YouTube, or who may not have been able to join at the beginning, who might

be able to register to speak at this time.

So we are now going to take approximately five-minute recess to allow anyone who wishes to speak to register via NYC Engage. The information all shown on this screen will help facilitate those who wish to register. So at this time, we will take a five-minute pause, and we will resume at approximately 2:43 p.m. Thanks and speak with you all just in one moment, in five minutes.

(A recess was taken.)

THE CHAIR: Good afternoon, and welcome back. You are tuning into the remote public scoping meeting for the DeWitt Clinton Park North application located at 801 Eleventh Avenue and 629 West 54th Street. Again, for the record, the City Environmental Quality Review number is 25DCP049M. My name's Stephanie Shellooe, director of Environmental Assessment and Review Division here at the Department of City Planning.

We are currently on part three of the public scoping meeting where members of the public are invited to testify on this item. We were on a five-minute recess to allow the -- anyone who had not yet registered to speak an opportunity

to do so. During this break, we did not have any other speakers register to speak at this time. And so I will make a movement if anyone else wishes to speak on this matter at this time?

(No response.)

THE CHAIR: And hearing none, we will move to close this public scoping meeting. If anyone had any difficulty providing testimony or wishes to provide testimony in writing, please recall that you can submit written testimony that will be received by us through Monday, February 10th at 5:00 p.m.

And we also have the email address set up for this application, 25DCP049M_DL@planning.nyc.gov or hard mail to us at the New York City Department of City Planning, attention, myself, Stephanie Shellooe, at 120 Broadway 31st floor, New York, New York, 10271. Please, get us your comments by February 10th by 5:00 p.m., and we look forward to receiving your comments.

The time is now 2:45 p.m., and this public scoping meeting is now closed. Thank you all. Have a great afternoon.

(Whereupon, the meeting was adjourned at 2:45 p.m.)

STATE OF NEW YORK)
SS.
COUNTY OF NEW YORK)

I, MARC RUSSO, a Shorthand (Stenotype) Reporter and Notary Public within and for the State of New York, do hereby certify that the foregoing pages 1 through 42, taken at the time and place aforesaid, is a true and correct transcription of my shorthand notes.

IN WITNESS WHEREOF, I have hereunto set my name this 14th day of February, 2025.



MARC RUSSO

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NEW YORK BUILDING CONGRESS

January 30, 2025

NYC Department of City Planning Scoping Meeting (CEQR No. 25DCP049M)

Re: Support for Dewitt Clinton Park North (801 Eleventh Avenue & 629 West 54th Street)

Good afternoon, my name is Carlo Casa, the Director of Policy and Research at the New York Building Congress. Thank you for the opportunity to speak today.

The Building Congress represents over 500 constituent organizations and over 250,000 skilled tradespeople and professionals dedicated to the growth and prosperity of our city. We strongly express our support for the Friedland Properties and the Chapman Group's Dewitt Clinton Park North mixed-use residential projects. These projects—a 42-story and a 38-story mixed-use residential building—are an essential step toward addressing our city's pressing housing crisis while creating significant economic and community benefits.

Together, these developments would deliver nearly 2,000 much-needed residential units, including over 270 permanently affordable units. In doing so, they advance the City of Yes initiative's goals of expanding the supply of quality housing in transit-rich neighborhoods. Our city's housing crisis requires precisely this type of large-scale, thoughtfully conceived development that supports economic growth, generates hundreds of construction jobs, and benefits local businesses.

Notably, the Project's $48 million air rights purchase from the Hudson River Park Trust will fund critically needed infrastructure improvements for Hudson River Park, which benefits all New Yorkers.

We understand that the environmental review process may identify potential impacts that will require careful analysis and thoughtful mitigation measures. However, we are encouraged by the project team's record of responsible planning. As well-experienced firms, Friedland Properties and the Chapman Group are well-equipped to address these environmental considerations while delivering high-quality buildings that integrate seamlessly into the existing fabric of the neighborhood.

Dewitt Clinton Park North is a model for how projects can and should advance the creation of new housing and stimulate New York's economy. We are thrilled to support this project.

Thank you for your consideration.

January 29, 2025

NYC Department of City Planning
120 Broadway, 31st Floor
New York, NY 10271

Dear Department of City Planning,

On behalf of the Association for a Better New York (ABNY), a non-profit dedicated to the advancement and support of New York City, I am writing to express our support for the proposed rezoning of the Dewitt Clinton Park North sites at 801 11th Avenue and 629 West 54th Street. The project represents a critical step forward in addressing New York City's ongoing housing crisis while delivering meaningful benefits to the local community.

The Chapman Group and Friedland Properties' proposed development will yield a total of 1,094 new housing units, including 273 much-needed affordable units. At a time when the demand for housing far exceeds supply, projects like this are not just beneficial but essential. By providing housing at a range of income levels, this development will help to create a more inclusive and equitable city. The additional residential use will also positively contribute to increasing the vitality and 24-7 nature to this corner of Manhattan.

Importantly, the project has been thoughtfully designed to minimize potential impacts on the surrounding neighborhood. For example, it will not cast shadows on Dewitt Clinton Park, preserving this cherished public space for the community's enjoyment. The preservation of existing auto showrooms in the commercial space ensures the retention of local jobs and supports the area's economic activity.

Additionally, the financial investment of approximately $48 million via the air rights purchase from the Hudson River Park Trust will directly support critical projects that enhance the park, ensuring it continues to thrive as a vital resource for all New Yorkers. This collaboration between private development and public infrastructure improvement is a model of responsible and community-centered urban planning. The Trust has been an incredible steward of this world-class park for decades and we are thrilled to see this project support its efforts, contributing to improvements in the park that visitors from across the entire city will benefit from.

Thank you for considering our support.

Sincerely,

Chad Purkey
Interim Executive Director

Appendix E: Travel Demand Analysis Memorandum

Memorandum

To: New York City Department of City Planning

Date: August 5, 2025

Project #: 22359.00

From: Lior Melnick and Alfred Yeung – VHB

Re: Dewitt Clinton Park North (629 West 54th Street and 801 Eleventh Avenue) EIS – Travel Demand Analysis Memorandum (New York, NY)

Introduction

This memorandum summarizes the travel demand assumptions and transportation screening analysis for the Proposed Projects consisting of two mixed-use residential and commercial buildings in the Hell's Kitchen neighborhood of Manhattan Community District 4. Development Site 1 would be located at 629 West 54th Street (Manhattan Block 1102, Lot 1) and Development Site 2 would be located at 801 Eleventh Avenue (Manhattan Block 1103, Lot 36). The two Development Sites are shown in **Figure 1**.

Analytic Framework

The Applicants intend to construct two buildings: a 44-story, mixed use residential and commercial building on Development Site 1 and a 38-story, mixed-use residential and commercial building on Development Site 2 (collectively, the "Proposed Projects"). The proposed building on Development Site 1 would include 617 residential dwelling units (DUs) and 113,990 square feet (sf) of commercial auto dealership space, and the proposed building on Development Site 2 would include 477 residential DUs and 85,760 sf of commercial auto dealership space. For the purpose of environmental analysis, two reasonable worst-case development scenarios (RWCDSs) were analyzed to provide a conservative baseline in analyzing the Proposed Actions' potential impacts. One scenario is the Maximum Commercial Scenario which assumes that the commercial space would be developed as office and retail uses instead of auto dealership use. The second scenario is the Maximum Residential Scenario which would maximize the residential development for the site.

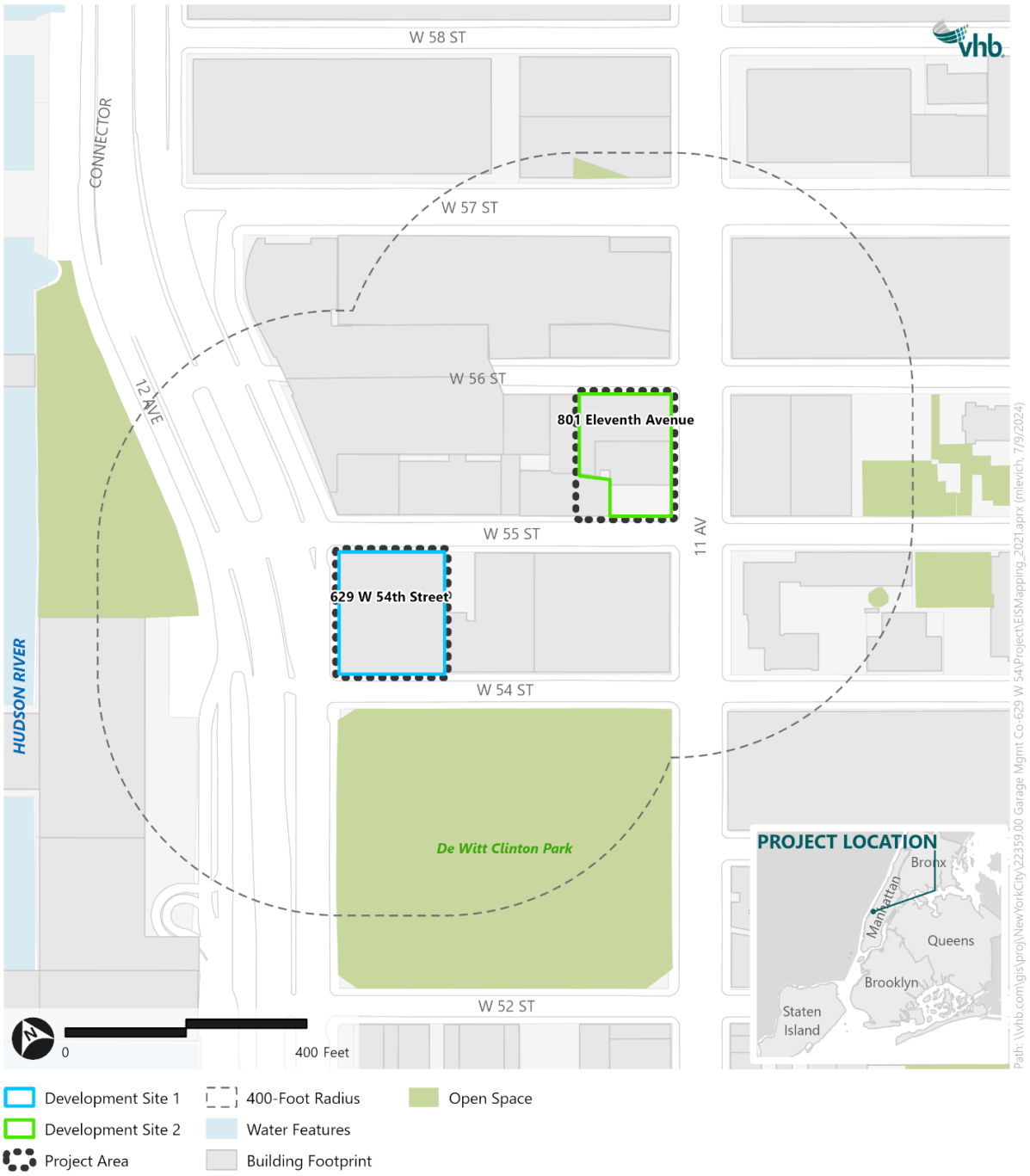
Under the Maximum Commercial Scenario, it is assumed that Development Site 1 would contain 617 DUs, 65,364 sf of office space and 48,626 sf of retail space (assumed to be destination retail). Development Site 2 would contain 477 DUs, 47,350 sf of office space, and 38,410 sf of retail space (assumed to be local retail).

Under the Maximum Residential Scenario, it is assumed that Development Site 1 would contain 701 DUs and 50,118 sf of auto dealership space. Development Site 2 would contain 541 DUs and 38,441 sf of auto dealership space.

On-site parking would not be provided under the Proposed Projects or for the two RWCDSs. Absent the project (the No-Action condition), it is assumed that Development Site 1 would continue to operate as an auto dealership, and the existing auto dealership space on Development Site 2 would be leased to new tenants (152,375 sf for Development Site 1 and 57,805 sf for Development Site 2).

A summary of the development program assumptions for the No-Action and With-Action conditions is provided in **Table 1**.

Figure 1: Site Location Map



Source: NYC DCP, MapPLUTO

Memorandum

Table 1 Development Increment for Analysis

	No-Action Condition			Proposed Projects		
Use	**Development Site 1**	**Development Site 2**	**Total**	**Development Site 1**	**Development Site 2**	**Total**
Auto Dealership, sf	152,375	57,805	**210,180**	113,990	85,760	**199,750**
Residential, DUs	-	-	**-**	617	477	**1,094**
Office, sf	-	-	**-**	-	-	**-**
Local Retail, sf	-	-	**-**	-	-	**-**
Destination Retail, sf	-	-	**-**	-	-	**-**
	Maximum Commercial Scenario			**Maximum Residential Scenario**		
Use	**Development Site 1**	**Development Site 2**	**Total**	**Development Site 1**	**Development Site 2**	**Total**
Auto Dealership, sf	-	-	**-**	50,118	38,441	**88,559**
Residential, DUs	617	477	**1,094**	701	541	**1,242**
Office, sf	65,364	47,350	**112,714**	-	-	**-**
Local Retail, sf	-	38,410	**38,410**	-	-	**-**
Destination Retail, sf	48,626	-	**48,626**	-	-	**-**

Development Increment			
Use	**Proposed Projects**	**Maximum Commercial Scenario**	**Maximum Residential Scenario**
Auto Dealership, sf	**-10,430**	**-210,180**	**-121,621**
Residential, DUs	**1,094**	**1,094**	**1,242**
Office, sf	**-**	**112,714**	**-**
Local Retail, sf	**-**	**38,410**	**-**
Destination Retail, sf	**-**	**48,626**	**-**

CEQR Transportation Analysis Screening

According to the 2021 *CEQR Technical Manual* procedures for transportation analysis, a two-tiered screening process is to be undertaken to determine whether a quantified analysis is necessary. The first step, the Level 1 (Trip Generation) screening, determines whether the volume of peak hour person and vehicle trips generated by the Proposed Actions under the two RWCDSs identified above would remain below the minimum thresholds that would necessitate further study. These thresholds are:

- 50 peak hour vehicle trip ends;
- 200 peak hour subway/rail or bus transit riders;
- 50 peak hour ferry trips; and
- 200 peak hour pedestrian trips.

If the Proposed Action under the Maximum Commercial Scenario or Maximum Residential Scenario result in increments that would exceed any of these thresholds, a Level 2 (Trip Assignment) screening assessment is typically performed. Under this assessment, project-generated trips (for each mode that exceeds the Level 1 thresholds listed above) are assigned to and from the site through their respective networks (streets, bus and subway lines, sidewalks, etc.) based on expected origin-destination patterns and travel routes.

Level 1 Screening Assessment (Trip Generation)

The travel demand factors used to calculate the projected number of trips were obtained primarily from the 2021 *CEQR Technical Manual*, information provided by the New York City Department of Transportation (NYCDOT), US Census data, and from other New York City environmental impact studies such as the 2021 *Starrett-Lehigh and Terminal Warehouse FEIS*. **Table 2** provides the travel demand assumptions used for the weekday AM, midday, and PM peak hours, and **Table 3** provides the travel demand assumptions used for the Saturday peak hour.

Residential

For the residential use, trip generation rates of 8.18 daily person trips per DU for weekday and 9.08 daily person trips per DU for Saturday, and temporal distributions of 9.3 percent, 5.6 percent, 8.5 percent, and 8.4 percent for the weekday AM, midday, PM, and Saturday peak hours, respectively, were obtained from the 2021 *CEQR Technical Manual*. The modal splits, auto vehicle occupancy and taxi occupancy were based on the 2015-2019 ACS journey to work data for Manhattan census tracts 127, 129, 133, 135, 139, 145, 147 and 151. Modal splits used were 7.1 percent for auto, 4.9 percent for taxi, 41.7 percent for subway, 6.3 percent for bus, 35.3 percent for walking, 1.1 percent for rail, 3.5 percent for bicycle and 0.1 percent for ferry. The vehicle occupancy rate of 1.12 was used for autos and taxis. The directional distributions of 22 percent "in" for the weekday AM peak hour, 50 percent "in" for the weekday midday peak hour, 62 percent "in" for the weekday PM peak hour, and 55 percent "in" for the Saturday peak hour were based on information provided by NYCDOT's surveys of residential uses.

For residential delivery trips, trip generation rates of 0.06 and 0.02 daily delivery trips per DU for the weekday and Saturday peak hours, respectively, and temporal distributions of 12 percent, 9 percent, 2 percent, and 9 percent for the weekday AM, midday, PM, and Saturday peak hours, respectively, were obtained from the *2021 CEQR Technical Manual*.

Auto Dealership

For auto dealership, the trip generation rate, temporal distribution, and directional distribution were based on surveys of the existing auto dealership at Development Site 1 conducted by VHB in June 2025. The survey combined pedestrian and vehicular video counts with intercept surveys to establish travel demand characteristics for the auto dealership use. The survey determined trip generation rates of 3.39 daily person trips per 1,000 sf for weekday and 2.97 daily person trips per 1,000 sf for Saturday, and temporal distributions of 8.9 percent, 9.4 percent, 10.8 percent, and 10.3 percent for the weekday AM, midday, PM, and Saturday peak hours, respectively. Directional distributions of 67 percent "in" for the weekday AM peak hour, 46 percent "in" for the weekday midday peak hour, 32 percent "in" for the weekday PM peak hour, and 59 percent "in" for the Saturday peak hour were used. Modal splits used were:

- 52.2 percent by auto, 4.3 percent by taxi, 39.1 percent by subway, and 4.3 percent by walk during the weekday AM peak period;

- 60.0 percent by auto, 8.0 percent by subway, 16.0 percent by bike, and 16.0 percent by walk during the weekday midday peak period;
- 61.3 percent by auto, 3.2 percent by taxi, 16.1 percent by subway, 9.7 percent by bike, and 9.7 percent by walk during the weekday PM peak period; and
- 66.7 percent by auto, 4.2 percent by taxi, 12.5 percent by bus, 4.2 percent by subway, and 12.5 percent by walk during the Saturday peak period.

Vehicle occupancies of 1.18 persons per auto were used for the weekday peak hours and 1.25 persons per auto during the Saturday peak hour. A vehicle occupancy of 1.00 person per taxi was conservatively assumed.

For delivery trips, trip generation rate of 0.21 daily delivery trips per 1,000 sf for a weekday and 0.04 daily delivery trips per 1,000 sf for a Saturday were used. The delivery temporal distributions used for the peak hours were 9.4 percent, 21.9 percent, 9.4 percent, and 0.0 percent for weekday AM, midday, PM, and Saturday peak hours, respectively. Directional distributions for delivery trips of 67 percent "in" for the weekday AM peak hour, 43 percent "in" for the weekday midday peak hour, 33 percent "in" for the weekday PM peak hour, and 50 percent "in" for the Saturday peak hour were used.

Destination Retail

For the destination retail use, trip generation rates of 78.2 daily person trips per 1,000 sf for weekday and 92.5 daily person trips per 1,000 sf for Saturday were obtained from the 2021 *CEQR Technical Manual*. The temporal distribution of 3 percent, 9 percent, 9 percent and 11 percent for the weekday AM, midday. PM, and Saturday peak hours, respectively were also obtained from the 2021 *CEQR Technical Manual*. Modal splits of 9.0 percent by auto, 4.0 percent by taxi, 8.0 percent by bus, 26.5 percent by subway, 2.0 percent by commuter rail, and 50.5 percent by walk during the weekday AM and PM peak hours were based on the 2021 *Starrett-Lehigh and Terminal Warehouse FEIS*. Modal splits of 9.0 percent by auto, 4.0 percent by taxi, 8.0 percent by bus, 20.0 percent by subway, and 59.0 percent by walk during the weekday midday and Saturday peak hours were based on the 2021 *Starrett-Lehigh and Terminal Warehouse FEIS*. The auto and taxi vehicle occupancy rates of 1.40 and 1.65, respectively, for the weekday peak hours and the auto and taxi vehicle occupancy rates of 1.72 and 1.75 respectively, for the Saturday peak hour were based on the 2021 *Starrett-Lehigh and Terminal Warehouse FEIS*. The directional distributions of 63 percent "in" for the weekday AM peak hour, 53 percent "in" for the weekday midday peak hour, 49 percent "in" for the weekday PM peak hour, and 52 percent "in" for the Saturday peak hour were also based on the 2021 *Starrett-Lehigh and Terminal Warehouse FEIS*.

For destination retail delivery trips, trip generation rates of 0.35 and 0.04 daily delivery trip per 1,000 sf for weekday and Saturday, respectively, and temporal distribution rates of 8 percent, 11 percent, 2 percent, and 11 percent for the weekday AM, midday, PM, and Saturday peak hours, respectively, were obtained from the 2021 *CEQR Technical Manual*.

Local Retail

For the local retail use, trip generation rates and temporal distributions were obtained from the 2021 *CEQR Technical Manual*. Trip generation rates of 329 daily person trips per 1,000 sf for the weekday and 358 daily person trips per 1,000 sf for Saturday were used. A linked trip credit of 50 percent was assumed to account for internal linked trips between the Development Site uses and for pass-by trips. The temporal distributions used were 4.8 percent, 8.0 percent, 10.9 percent, and 11.7 percent for the weekday AM, midday, PM, and Saturday peak hours, respectively. The mode splits and

directional distributions were based on information provided by NYCDOT. The modal splits of 4 percent by auto, 1 percent by taxi, 1 percent by subway, 1 percent by bus, 1 percent by bike and 92 percent by walking were used. The directional distributions used were 52 percent "in" for weekday AM and 50 percent "in" for midday, PM, and Saturday peak hours. The auto and taxi vehicle occupancy rates of 1.40 and 1.65, respectively, for the weekday peak hours and Saturday peak hour were provided by NYCDOT.

For local retail delivery trips, trip generation rates of 0.35 and 0.04 daily delivery trips per 1,000 sf for the weekday and Saturday peak hours, respectively, and a temporal distribution of 8 percent, 11 percent, 2 percent, and 11 percent for the weekday AM, midday, PM, and Saturday peak hours, respectively, were obtained from the 2021 *CEQR Technical Manual*.

Office

For the office use, trip generation rates of 18.0 daily person trips per 1,000 sf for weekday and 3.9 daily person trips per 1,000 sf for Saturday were obtained from the 2021 *CEQR Technical Manual*. The temporal distribution rates of 12.4 percent, 11.0 percent, 10.5 percent and 14.1 percent for the weekday AM, midday, PM and Saturday peak hours, respectively, were also obtained from the *2021 CEQR Technical Manual*. Modal splits of 16.4 percent by auto, 1.2 percent by taxi, 11.7 percent by bus, 52.9 percent by subway, 8.8 percent by commuter rail, 0.8 percent by bike, 0.4 percent by ferry and 7.8 percent by walk during the weekday AM, PM and Saturday peak hours were based on the reverse journey-to-work data derived from 2012-2016 American Community Survey data for Manhattan census tracts 127, 129, 133, 135, 139, 145, 147 and 151. Modal splits of 2 percent by auto, 3 percent by taxi, 6 percent by bus, 6 percent by subway, and 83 percent by walk during the weekday midday peak hour was based on the 2021 *Starrett-Lehigh and Terminal Warehouse FEIS*. For all peak hours, the auto and taxi vehicle occupancy rates of 1.13 persons per vehicle was based on the reverse journey-to-work data. The directional distributions of 86 percent "in" for the weekday AM peak hour, 52 percent "in" for the weekday midday peak hour, 16 percent "in" for the weekday PM peak hour, and 48 percent "in" for the Saturday peak hour were also based on the information provided by NYCDOT.

For office delivery trips, trip generation rates of 0.32 and 0.01 daily delivery trips per 1,000 sf for weekday and Saturday, respectively, and temporal distributions of 10 percent, 11 percent, 2 percent, and 11 percent for the weekday AM, midday, PM, and Saturday peak hours, respectively, were obtained from the 2021 *CEQR Technical Manual*.

Memorandum

Table 2 Weekday Travel Demand Characteristics

Rates	Residential	Auto Dealership	Destination Retail	Local Retail	Office
Person Trip Generation Rate	8.18[2] per DU	3.39[1] per 1,000 sf	78.2[2] per 1,000 sf	329[2] per 1,000 sf	18[2] per 1,000 sf
Linked Trip Credit	0%	0%	0%	50%	0%
Temporal Distribution					
AM Peak Hour	9.3%[2]	8.9%[1]	3%[2]	4.8%[2]	12.4%[2]
Midday Peak Hour	5.6%[2]	9.4%[1]	9%[2]	8.0%[2]	11.0%[2]
PM Peak Hour	8.5%[2]	10.8%[1]	9%[2]	10.9%[2]	10.5%[2]
Modal Split					
	All Periods	**AM/MD/PM**	**AM & PM/MD**	**All Periods**	**AM & PM/MD**
Auto	7.1%[4]	52%/60%/61%[1]	9%/9%[6]	4%[3]	16.4%[5]/2%[6]
Taxi	4.9%[4]	4%/0%/3%[1]	4%/4%[6]	1%[3]	1.2%[5]/3%[6]
Subway	41.7%[4]	39%/8%/16%[1]	26.5%/20%[6]	1%[3]	52.9%[5]/6%[6]
Bus	6.3%[4]	0%/0%/0%[1]	8%/8%[6]	1%[3]	11.7%[5]/6%[6]
Walk	35.3%[4]	4%/16%/10%[1]	50.5%/59%[6]	92%[3]	7.8%[5]/83%[6]
Rail	1.1%[4]	-	2%/0%[6]	-	8.8%[5]/0%[6]
Bicycle	3.5%[4]	0%/16%/10%[1]	-	1%[3]	0.8%[5]/0%[6]
Ferry	0.1%[4]	-	-	-	0.4%[5]/0%[6]
Vehicle Occupancy					
Auto/Taxi	1.12/1.12[4]	1.18/1.00[1]	1.40/1.65[6]	1.65/1.40[6]	1.13/1.13[5]
Directional Split (In/Out)					
AM Peak Hour	22%/78%[3]	67%/33%[1]	63%/37%[2]	52%/48%[3]	86%/14%[3]
Midday Peak Hour	50%/50%[3]	46%/54%[1]	53%/47%[2]	50%/50%[3]	52%/48%[3]
PM Peak Hour	62%/38%[3]	32%/68%[1]	49%/51%[2]	50%/50%[3]	16%/84%[3]
Delivery Trip Generation Rate	0.06[2] per DU	0.21[1] per 1,000 sf	0.35[2] per 1,000 sf	0.35[2] per 1,000 sf	0.32[2] per 1,000 sf
Delivery Temporal Distribution					
AM Peak Hour	12%[2]	9.4%[1]	8%[2]	8%[2]	10%[2]
Midday Peak Hour	9%[2]	21.9%[1]	11%[2]	11%[2]	11%[2]
PM Peak Hour	2%[2]	9.4%[1]	2%[2]	2%[2]	2%[2]
Delivery Trip Directional Split (In/Out) – 50%/50%. Auto Dealership: 67%/33% (AM), 43%/57% (MD), 33%/67% (PM)[1]					

Source:
(1) Auto dealership surveys conducted by VHB at Development Site 1 in June 2025
(2) 2021 *City Environmental Quality Review Technical Manual*
(3) Information provided by NYCDOT
(4) 2015-2019 American Community Survey five-year journey to work data for Manhattan census tracts 127, 129, 133, 135, 139, 145, 147 and 151
(5) 2012-2016 American Community Survey five-year reverse journey to work data for Manhattan census tracts 127, 129, 133, 135, 139, 145, 147 and 151
(6) 2021 *Starrett-Lehigh and Terminal Warehouse FEIS*

Table 3 Saturday Travel Demand Characteristics

Rates	Residential	Auto Dealership	Destination Retail	Local Retail	Office
Person Trip Generation Rate	9.08[2] per DU	2.97[1] per 1,000 sf	92.5[2] per 1,000 sf	358[2] per 1,000 sf	3.9[2] per 1,000 sf
Linked Trip Credit	0%	0%	0%	50%	0%
Temporal Distribution					
Saturday Peak Hour	8.4%[2]	10.3%[1]	11%[2]	11.7%[2]	14.1%[2]
Modal Split					
Auto	7.1%[4]	66.7%[1]	9%[6]	4%[6]	16.4%[5]
Taxi	4.9%[4]	4.2%[1]	4%[6]	1%[6]	1.2%[5]
Subway	41.7%[4]	4.2%[1]	20%[6]	1%[6]	52.9%[5]
Bus	6.3%[4]	12.5%[1]	8%[6]	1%[6]	11.7%[5]
Walk	35.3%[4]	12.5%[1]	59%[6]	92%[6]	7.8%[5]
Rail	1.1%[4]	0%[1]	0%[6]	0%[6]	8.8%[5]
Bicycle	3.5%[4]	0%[1]	0%[6]	1%[6]	0.8%[6]
Ferry	0.1%[4]	0%[1]	0%[6]	0%[6]	0.4%[5]
Vehicle Occupancy					
Auto/Taxi	1.12/1.12[4]	1.25/1.00[1]	1.72/1.75[6]	1.65/1.40[6]	1.13/1.13[5]
Directional Split (In/Out)					
Saturday Peak Hour	55%/45%[3]	59%/41%[1]	52%/48%[2]	50%/ 50%[3]	48%/52%[3]
Delivery Trip Generation Rate	0.02[2] per DU	0.04[1] per 1,000 sf	0.04[2] per 1,000 sf	0.04[2] per 1000 sf	0.01[2] per 1000 sf
Delivery Temporal Distribution					
Saturday Peak Hour	9%[2]	0%[1]	11%[2]	11%[2]	11%[2]
Delivery Trip Directional Split (In/Out) – 50%/50%					
Auto Dealership: 50%/50%					

Source:
(1) Auto dealership surveys conducted by VHB at Development Site 1 in June 2025
(2) 2021 *City Environmental Quality Review Technical Manual*
(3) Information provided by NYCDOT
(4) 2015-2019 American Community Survey five-year journey to work data for Manhattan census tracts 127, 129, 133, 135, 139, 145, 147 and 151
(5) 2012-2016 American Community Survey five-year reverse journey to work data for Manhattan census tracts 127, 129, 133, 135, 139, 145, 147 and 151
(6) 2021 *Starrett-Lehigh and Terminal Warehouse FEIS*

Level 1 Screening Results

The estimated change in the number person and vehicle trips expected to result from the Proposed Actions under the two RWCDSs are detailed in **Table 4** through **Table 7**, and discussed in this section.

Memorandum

Transit and Pedestrians

The incremental number of pedestrian trips generated under the Maximum Commercial Development Scenario and the Maximum Residential Development Scenario are provided in **Table 4** and **Table 5**, respectively. Both scenarios would be expected to exceed the 2021 *CEQR Technical Manual* Level 1 screening thresholds for transit and pedestrian trips. As shown in **Table 4** and **Table 5**, the Maximum Commercial Development Scenario would generate more subway and pedestrian trips than the Maximum Residential Development Scenario; therefore a Level 2 screening analysis was conducted for the Maximum Commercial Scenario for conservative analysis purposes.

Table 4 Maximum Commercial Development Trip Generation Summary – Person Trips

Mode	AM Peak Hour			Midday Peak Hour			PM Peak Hour			Saturday Peak Hour		
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total
Auto	39	50	89	28	22	50	53	48	101	51	51	102
Taxi	15	34	49	25	24	49	32	25	57	36	30	66
Bus	46	49	95	41	39	80	50	56	106	53	47	100
Subway	194	294	488	148	144	292	258	257	515	261	223	484
Rail	22	11	33	3	3	6	11	22	33	8	7	15
Ferry	1	0	1	0	0	0	0	0	0	0	0	0
Bicycle	11	24	35	7	6	13	16	10	26	20	17	37
Walk-only	260	386	646	520	500	1,020	569	516	1,085	682	642	1,324
Total	**588**	**848**	**1,436**	**772**	**738**	**1,510**	**989**	**934**	**1,923**	**1,111**	**1,017**	**2,128**

Note: Bus-only trips are shown above. Due to the distance from the Project Site and the closest subway and rail stations, subway and rail trips would also include a bus connection trip.

Table 5 Maximum Residential Development Trip Generation Summary – Person Trips

Mode	AM Peak Hour			Midday Peak Hour			PM Peak Hour			Saturday Peak Hour		
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total
Auto	1	47	48	9	8	17	30	4	34	23	19	42
Taxi	9	36	45	14	14	28	26	15	41	24	20	44
Bus	13	46	59	18	18	36	34	21	55	31	25	56
Subway	77	302	379	118	118	236	221	132	353	217	176	393
Rail	2	9	11	3	3	6	6	4	10	5	5	10
Ferry	0	0	0	0	0	0	0	0	0	0	0	0
Bicycle	7	26	33	8	6	14	18	9	27	18	14	32
Walk-only	72	260	332	99	97	196	188	113	301	182	149	331
Total	**181**	**726**	**907**	**269**	**264**	**533**	**523**	**298**	**821**	**500**	**408**	**908**

Note: Bus-only trips are shown above. Due to the distance from the Project Site and the closest subway and rail stations, subway and rail trips would also include a bus connection trip.

Under the Maximum Commercial Scenario:

- During the weekday AM peak hour, the Maximum Commercial Scenario would generate 95 bus trips, 488 subway trips, 33 rail trips and 1,352 pedestrian trips (walk plus auto walk, bus, subway, rail, and ferry trips).
- During the weekday midday peak hour, the Maximum Commercial Scenario would generate 80 bus trips, 292 subway trips, 6 rail trips, and 1,448 pedestrian trips.
- During the weekday PM peak hour, the Maximum Commercial Scenario would generate 106 bus trips, 515 subway trips, 33 rail trips and 1,840 pedestrian trips.
- During the Saturday peak hour, the Maximum Commercial Scenario would generate 100 bus trips, 484 subway trips, 15 rail trips and 2,025 pedestrian trips.

Transit analyses generally examine conditions only during the commuter peak periods (weekday AM and PM peak hours) when overall transit demand and the potential for significant adverse impacts are typically highest. Therefore, as the Maximum Commercial Scenario is expected to generate over 200 subway trips in the weekday AM and PM peak hours, Level 2 trip assignments are necessary to determine if detailed subway analyses are warranted per *CEQR Technical Manual* guidelines. Although the bus trips would not exceed the Level 1 screening thresholds for further analysis, the Development Sites are located over a half-mile away from the closest subway station (59th Street-Columbus Circle). Therefore, it was assumed that all subway trips would include a bus transfer component, and the combination of bus-only and bus-to-subway trips would exceed the Level 1 screening thresholds for buses.

Pedestrian trips include walk-only trips to and from the Development Sites plus walking connections between the Development Sites to and from bus stops, and off-street parking facilities expected to be used by those who choose to drive to the sites. As the increase in pedestrian trips are expected to exceed the CEQR threshold of 200 pedestrian trips per hour, a Level 2 trip assignment is necessary to determine if (and where) detailed pedestrian analyses are warranted per *CEQR Technical Manual* guidelines.

Vehicle Traffic

Table 6 and **Table 7** summarize the incremental peak hour vehicular volumes ("ins" plus "outs") projected to be generated by the Development Sites under the With-Action condition. The hourly vehicle trips generated under the Maximum Commercial Development Scenario would be 161 vehicles per hour (vph) during the weekday AM peak hour, 95 vph in the weekday midday peak hour, 138 vph in weekday PM peak hour, and 150 vph in the Saturday peak hour. For the Maximum Residential Development Scenario, the number of vehicle trips generated would be 122 vehicles per hour (vph) during the weekday AM peak hour, 49 vph in the weekday midday peak hour, 77 vph in weekday PM peak hour, and 99 vph in the Saturday peak hour. As the Maximum Commercial Development Scenario would generate more vehicle trips than the Maximum Residential Development Scenario, the Level 2 screening analysis was conducted for this scenario.

Table 6 Maximum Commercial Development Trip Generation Summary – Vehicle Trips

Mode	AM Peak Hour			Midday Peak Hour			PM Peak Hour			Saturday Peak Hour		
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total
Auto	32	43	75	20	15	35	42	36	78	37	37	74
Taxi	37	37	74	28	28	56	32	32	64	37	37	74
Truck	5	7	12	3	1	4	-1	-3	-4	1	1	2
Total	**74**	**87**	**161**	**51**	**44**	**95**	**73**	**65**	**138**	**75**	**75**	**150**

Table 7 Maximum Residential Development Trip Generation Summary – Vehicle Trips

Mode	AM Peak Hour			Midday Peak Hour			PM Peak Hour			Saturday Peak Hour		
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total
Auto	1	43	44	8	7	15	27	4	31	21	18	39
Taxi	35	35	70	17	17	34	24	24	48	29	29	58
Truck	4	4	8	1	-1	0	-1	-1	-2	1	1	2
Total	**40**	**82**	**122**	**26**	**23**	**49**	**50**	**27**	**77**	**51**	**48**	**99**

Level 2 Screening Assessment (Trip Assignments)

Transit and Pedestrians

Pedestrian trips were assigned to the pedestrian network based on their origins and destinations to/from bus stops and walk only trips to/from surrounding residential blocks outside of the Development Sites. As no on-site parking would be provided under the Maximum Commercial Scenario (as under the Proposed Projects and Maximum Residential Scenario), auto vehicle trips were assigned to park at the nearby parking garages where there is availability. Walk-only trips were distributed to the local pedestrian network to nearby residences and attractions.

Subway trips were assigned to local bus routes to connect between the Developments Sites and closest subway stations. The majority of subway trips (65 percent) were assigned to the 59th Street-Columbus Circle station (A, B, C, D and No. 1 subway lines) via the M12, M31, and M57 bus routes. Approximately 20 percent of the subway trips were assigned to the 57th Street-7th Avenue station (N, Q, R, and W subway lines) and 57th Street (F subway line) stations via the M31 and M57 bus routes. The remaining subway trips were assigned to the 50th Street station (C and E subway lines, 10 percent), and the 72nd Street station (No. 1, 2 and 3 subway lines, 5 percent) via the M50 bus route and M57 bus routes, respectively. Rail trips were assigned to Penn Station and ferry trips were assigned to the West 39th Street ferry landing; both rail and ferry trips were assumed to connect to these services via the M11 bus route. Bus-only trips were assigned to nearby available bus routes – 30 percent to the M12 bus route, 30 percent to the M57 bus route, 20 percent to the M11 bus route, and 20 percent to the M31 bus route.

Traffic

Project-generated vehicle trips shown in **Table 6** were assigned through the surrounding street network based on expected routes to the Development Sites, the configuration of the street network, and the anticipated entrances to the Development Sites. As the Development Sites would not provide parking on-site, auto trips were assigned to nearby parking facilities. Residential and office trips were assigned directly to the parking facilities, while retail and

auto dealership in trips were assigned first to the Development Sites, then to nearby parking facilities, per the *CEQR Technical Manual* guidance.

Residential Auto Trips

Residential auto trip assignments were based on the 2012 – 2016 American Community Survey journey to work data for New York County (Manhattan) Census Tracts 127, 129, 133, 135, 139, 145, 147, and 151. Approximately 34 percent of project-generated auto trips were assumed to be destined for other sections of Manhattan. Of the remaining trips, 24 percent were assumed to be destined to New Jersey, 14 percent to Long Island, 12 percent to Westchester and Upstate New York, 6 percent to the Bronx, 5 percent to Brooklyn, 3 percent to Connecticut, 1 percent to Queens, and 1 percent to Pennsylvania.

The majority of project-generated auto trips were assigned to the surrounding highway network. For Twelfth Avenue/NY 9A, approximately 42 percent of the trips were assigned to the north and 5 percent of trips to the south. Approximately 26 percent of the trips were assigned to Eleventh Avenue which is a two-way roadway north of West 57th Street and transitions to a one-way southbound roadway south of West 57th Street. Along the key local roadways in the study area – 5 percent of the auto trips were assigned along Ninth Avenue to the south, 3 percent were assigned to the north along Eighth Avenue, 8 percent were assigned along West 57th Street to the east, 11 percent were assigned to the east along local streets such as West 50th Street and West 54th Street. Inbound trips along the one-way avenue roadways were assumed to use the adjacent avenue roadway to travel to the Development Sites.

Local Retail Auto Trips

Auto trips generated by local retail uses were assumed to be local in nature and were assigned to the immediately surrounding areas. These auto trips were generally assigned within a one-mile radius of the Development Sites based on population densities.

Approximately 30 percent of the local trips were assigned along Tenth Avenue traveling to the Development Sites from the south and along Eleventh Avenue leaving the Development Sites. Approximately 50 percent were assigned from the north along Ninth and Eleventh Avenues from the north (returning via Eighth and Tenth Avenues), and 20 percent were assigned to east-west roadways between West 51st Street and West 57th Street. One percent of trips were assigned along Twelfth Avenue/NY 9A from points north.

Destination Retail and Auto Dealership Auto Trips

Auto trips generated by destination retail and auto dealership uses were assumed to attract trips from a wider geographic area than local retail trips. These auto trips were assigned based on the population densities within a three-mile radius of the Development Sites.

Approximately 21 percent of the destination-type trips were assigned along Eighth Avenue and Tenth Avenue traveling to the Development Sites form the south and 35 percent along Ninth Avenue and Eleventh Avenue from the north. Leaving the Development Sites, these trips were assigned along adjacent avenue roadways between Eighth Avenue and Twelfth Avenue/NY 9A. Approximately 24 percent of destination-type trips were assigned to east-west roadways between West 50th Street and West 57th Street. Twenty percent of the auto trips were assigned to travel to the Development Sites from Twelfth Avenue/NY 9A.

Office Auto Trips

Office auto vehicle trip assignments were based on the 2015 – 2019 American Community Survey reverse journey to work data for New York County (Manhattan) Census Tracts 127, 129, 133, 135, 139, 145, 147, and 151. Most trips would be expected to originate from Brooklyn (25 percent), Manhattan (23 percent) and Queens (21 percent). Of the remaining trips, 11 percent of the office trips were from Long Island and Staten Island, and 11 percent from Westchester and Upstate New York.

The majority of project-generated auto trips were assigned to the surrounding highway network. For Twelfth Avenue/NY 9A, approximately 36 percent of the trips were assigned to the north and 16 percent of trips to the south. Approximately six percent of the trips were assigned to Ninth Avenue, five percent were assigned to Tenth Avenue, and one percent were assigned to Eleventh Avenue. Along the other key local roadways in the study area – 16 percent were assigned along West 57th Street, and 20 percent were assigned to local east-west streets such as West 55th Street. Inbound trips along one-way avenue roadways would use the adjacent avenue roadway to travel to the Development Sites.

Other Vehicle Trips

Taxi trips were assumed to travel to and from the Development Sites following similar patterns as described above for auto trips. Delivery vehicles were assigned to travel along NYCDOT-designated truck routes to and from the Development Sites, such as West 57th Street, Eleventh Avenue, and Tenth Avenue.

Level 2 Screening Results

Transit and Pedestrians

Based on the pedestrian trip assignments described above, pedestrian counts and detailed analyses will need to be conducted at pedestrian elements (sidewalk, crosswalks, and corners) listed below during the weekday AM, midday, and PM and Saturday peak hours.

Crosswalks and Corners

- 11th Avenue and West 57th Street – east and west crosswalks, all four corners
- 11th Avenue and West 56th Street – east, south, and west crosswalks, all four corners
- 11th Avenue and West 55th Street – west crosswalk, northwest and southwest corners
- 11th Avenue and West 54th Street – west and south crosswalks, northwest, southwest, and southeast corners
- 12th Avenue and West 55th Street – southeast corner

Sidewalks

- 11th Avenue east and west sidewalks between West 56th Street and West 57th Street
- 11th Avenue east and west sidewalks between West 55th Street and West 56th Street
- 11th Avenue west sidewalk between West 54th Street and West 55th Street
- 11th Avenue west sidewalk between West 53rd Street and West 54th Street

- West 55th Street south sidewalk between 11th Avenue and 12th Avenue
- West 54th Street north sidewalk west of 11th Avenue
- West 54th Street south sidewalk east of 11th Avenue
- 12th Avenue east sidewalk south of West 55th Street

Due to the distance from the closest subway stations, and rail and ferry service, MTA bus connections are needed to access nearby transit modes. The combination of bus-only and bus connection trips would exceed the screening thresholds for the M12, M31 and M57 bus routes, therefore a bus line-haul analysis may be needed for these bus routes. The vast majority of subway trips were assigned to the 59th Street-Columbus Circle station and would exceed the Level 2 screening thresholds requiring detailed subway analysis at key subway elements at this station. Subway and bus analyses will be performed for the weekday AM and PM commuter peak hours.

Vehicle Traffic

Based on the vehicular trip assignments described above, traffic counts and detailed level of service analyses will be needed at the following intersections for the weekday AM, PM, and Saturday peak hours.

1. Twelfth Avenue/NY 9A and West 55th Street
2. Twelfth Avenue/NY 9A and West 56th Street
3. Twelfth Avenue/NY 9A and West 57th Street
4. Eleventh Avenue and West 55th Street